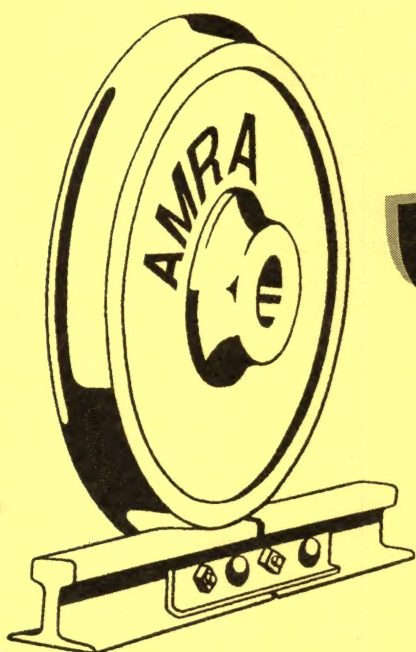


● Australian Model Railway Association



JOURNAL

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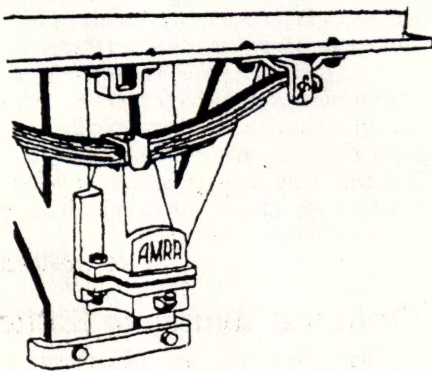
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JOURNAL BOX...

Editorial

On 16 September, I was privileged once again to attend the (third) One Day Convention conducted by the Association of Victorian Model Railway Clubs Inc (AVMRC) and, again, I was staggered by the wide range of talent, skill, expertise and sheer professionalism of the eight presenters, most of whom were known to the delegates as fellow club members, as people we have seen at exhibitions or as casual acquaintances. But, given specific, widely diverse subjects on which to expound for our own benefit, all revealed a truly amazing depth of knowledge and experience. This is not the channel for a revue of the Convention - although the highlight for me was a segment by an experienced artist on background scenery; rather, it is an endorsement of the motivation of the Organising Committees of this and similar Conventions.

All of us, whether beginners or (so-called) experts, have knowledge and skills we should be willing and anxious to share. It is possible there are some of our members who have, of themselves, sufficient knowledge and skill to build, unaided, a quality model railway, but if such people do exist, they are rare beings indeed. Most of us need to learn from others, who in turn would benefit from our knowledge.

That is what membership of a club (or association, such as AMRA) is all about; by extension, pooling the resources of a number of clubs can only enhance the benefits available to all followers of the hobby of Model Railways.

Incidentally, the meal at Collingwood's famous Yorkshire Stingo pub was - superb!

Elsewhere in this issue there is reference to a VR wagon classified 00, later HH. This was actually a feeler for an Australian prototype quiz we hope to run as an occasional feature. Thanks are due not only to the two letterwriters, but the three members who responded by phone.

Also, there is a Railword for you to solve. This could also become an ongoing feature; your comments would be helpful.

Neil R Riches

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Editorial Deadlines

The deadlines for the next issue (January-February 1996) will be 24th December for hand written articles, 31st December for neatly typed articles and State News and articles on floppy disk (IBM format either 3½ or 5¼) and 11th January for addresses and envelopes. Collating and posting is expected on 15th January.

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On the Cover

"Modelling Inspiration" This scene of the 2'6" gauge Krauss 0-6-2T loco 6854/1914 taking water from a stream or Queensland's Buderim - Palmwoods line has many ideas for the modeller. The details in the bridge, the creek bank and the debris in the water are all helpful for the modeller. The water from the creek can be lifted to the loco by steam pump or injector type arrangement. This line had some steep grades and used Westinghouse air brakes, unusual for Qld Narrow Gauge

Photo S. Malone collection

Secretary's Desk

At the time of writing this, the Federal AGM is still some weeks in the future so I am unable to report on what happened there. That will have to wait for next issue.

What I can say at this time is that there has been a very poor response in nominating members for the new Federal COM. In fact this year, I only received two nominations. The constitution states that where insufficient nominations are received that it is the responsibility of the outgoing committee to find enough people to fill the vacancies. I guess that this means that the existing committee members will continue in their current roles. Hopefully, next year more of you might consider filling in nomination forms.

Your membership became due for renewal on the first of September. This means that unless you joined just prior to that and were advised that your membership carried through the next year that if you haven't yet paid your renewal, then this will be the last Journal that you will receive. The renewal forms were sent out in a separate mailing this year (along with the nomination forms) so you do not have any excuse for not having noticed it. At \$15 per year the membership of is one of the cheapest railway club memberships that you will find (most charge two or three times this or even more). So to continue to gain the benefits of belonging to one of the best value model railway clubs in Australia please renew your membership now if you haven't already done so.

As Christmas is fast approaching I would also like to take this opportunity of wishing all of you and your families best wishes for Christmas and throughout the new year.

Stephen Chapman
Federal Secretary
(membership number 3733)

Notes from the Registrar

Stone the crows, one can never win! When the renewal notices are sent out in JOURNAL we usually hear "there was not one in my copy". This year because of the messup with JOURNAL, we had to use direct mail (at considerable expense). Blow me down if we are not hearing a similar story; at the time of typing these notes some 280 have not renewed and I don't think Australia Post could have lost that amount of mail!

ANY RENEWAL received after October 31st carries a renewing fee of \$4-00 as well as the \$15-00 for Seniors.

You may have noticed that the membership cards you have received are somewhat in technicolour; the financial date is stamped with RED ink - this hopefully will make enough impression and prevent double payments. The membership number is done with a purple pen, this again is to distinguish it from the P number which is the receipt number.

By using membership numbers, we should avoid any mix up with similarly spelt names.

Something that has intrigued me for

years: some members are bashful about letting us know what the initials in front of their surnames stand for but give us the works if their wives are Family members.

For many years I have been sending a slip back with the Membership card. It is said "a drop of water will wear away stone, if it drips long enough" and on that basis maybe some day the message on the slip will sink in and "bear fruit".

Norm Read

From the Managing Editor

This issue will be larger than normal as it is three months since the last issue. We should be back to our normal six issues next year.

Welcome back to the Western Australian Branch. In this issue we have extracts from their August and October issues of "The Branchline". I never cease to be amazed at the number of WA members who contribute to their newsletter. I believe the WA Branch must be doing something right because they now have the largest membership of any branch.

In this issue, we are starting to print a Member's File on "Basic Electronic Controllers". This is based on a convention presentation by the late Bob Wardrop. Because of the amount of material, this will be split over more than one issue. Please refer to Tom Parkes' letter in "The Pop Valve" for some background information.

Roger Lloyd
Managing Editor

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Clubroom address and telephone:		24 Moojebing Street Bayswater WA	09 377 3456

(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

Rex Little - An Appreciation

by Norm Read

Rex joined the Association on the 20th January 1962 at North Cooma, member No. 718. Later he moved to Melbourne and on checking of back Journals I find he was elected a Vic. Branch committeeman in March 1966, then in March 1967 was elected Branch Secretary. For good measure he was elected Federal Secretary as well in December 1967. He said he found it easier to talk to himself rather than write on State or Federal matters.

Come the elections in March 1968 and he becomes State President, but still Federal Secretary. When the Federal COM moved to Sydney in October 1968, I was talked into the Federal Secretary's position (just until someone else took over, which happened in October 1985) while Rex continued as Branch President. As he was still full of energy, in March 1969 he took over as Editor of Journal and Branch Vice President and one reads in Journal 98 1972, in Branch reports "The bearded wonder and

dreadnought manipulator, Rex Little has retired to the position of Past President ... Lord knows what will appear in the Models for Display now that he has some extra time on his hands."

For those members who attended our 21st Anniversary, who could forget Rex and his dexterity with a 12 inch file (300mm) during the clinics. He continued as Editor of Journal until recently when due to the after effects of a stroke he found it difficult to continue.

The Journal and the Association have had their ups and downs during the 26 years he was Editor and we are having a glitch at present, but hopefully that will be soon resolved.

It may be mentioned that during all this time, Rex has also been very active in the Boy Scouts and his Lodge, rising to high rank in both cases. The kitchen servery counter must look rather bare without the three piles of correspondence relating to

each group. I have a sneaky suspicion that sometimes some letters got in the wrong pile and took a long time to surface.

He was honoured with a Meritorious Award in 1970 and Hon Life Membership in 1974. From March 1966 to around the same date this year is a record of service to the Association which warrants our many thanks.

Memories; gosh it would not have been a Sydney Exhibition without Rex and some cronies from below the border making the trip and lending a hand. That old cap got heavier every year and it has been a source of wonder that it has held together under the circumstances. Coming back after the close of a Camberwell exhibition and being shown some of the treasures in 'Aladdins Cave', getting to bed after 3am and having to drive the first leg of the journey back to Sydney the next day, was it any wonder I found after a refresher stop I found I had left the engine and air conditioning still running?

But Rex, I hope now with the extra spare time, the outdoor O track will become a goer and there will be many more years of modelling.



Building the Lloyd's C30 Tank Loco in White Metal and Brass

by Robert Merrick
AMRA Member 5036

It began with a visit to my dentist. In the waiting room several OO and HO scale locomotives of various outlines were on display. A somewhat one sided conversation ensued as treatment was provided and a long dormant interest in railway modelling was awakened.

My first step was to purchase two railway modellers' magazines. In the AMRM, a soon-to-be-released DJH kit for a NSWGR D57 Class in HO scale was advertised. Of all the locomotives I saw as a boy, the 57 Class made the greatest impression. Its huge humped boiler and that beautiful triple exhaust beat left fond recollections. Thus it was with great anticipation that I placed my order for one of these kits.

When I examined the kit, its complexity convinced me that I should start with a simpler model. So I bought a C30 Tank loco kit from Lloyds Model Railways who had supplied the 57 kit, and then a Weico kit of a Sydney R Class tram through the Model Railway Centre at Gympie. The Weico kit was made up almost entirely of white metal parts and would provide good practice in working with this new material - new to me at least.

Soldering white metal

In the past I have had little success with super glue but was reasonably successful as a teenage modeller using soft solder on copper, brass and tinplate. So I decided to use solder as the method of assembly for white metal kits.

White metal requires a special low melting point solder and a low temperature iron. I use a light dimmer unit to regulate the power to my Scope transformer and low voltage iron. This provides multiple settings including full power and heat for normal solders. However, mixing the solders must be avoided, so a separate iron is kept handy for use with tin-lead solder.

The ease of using low melt solder on white metal quickly became apparent. Cleaning the surfaces is easily done with the square back edge of a Stanley blade, which also works well in cleaning up flash or smoothing external surfaces of white metal castings. As the special solder (Carr's No. 70 or Weico) melts at 70 degrees Centigrade, little heat is lost in heating the parts being joined. A temporary joint can be made to allow a position or square angle to be checked and undone if necessary before the joint is finally completed. The solder forms a nice concave fillet and leaves a good finish. It is somewhat harder than white metal. There is no loss of strength if low melt solder is used to repair flawed castings, or to refill a hole drilled in the wrong place.

Having now practised my white metal soldering skills on the tram kit, I was ready to embark on my first locomotive model assembly.

Starting on the 30 Class

The kit from Lloyds combines 28 white metal parts - boiler, cab, side tanks, pilot deck, coal hopper, cylinders, chimney etc., with brass chassis, side rods, bearings and detail. A Mashima can, (fully enclosed) motor, North West Short Line gear box and Romford wheels and axles make up the rest of the kit.

I found through trial and error that low melt solder will not hold on brass. It was therefore necessary to 'tin' brass surfaces with a suitable solder before joining them to white metal. A resin-cored solder from Dick Smith served this purpose and was used also for the electrical connections. Other grades of Carr's solder are specially prepared for sheet metal and would do the job also.

Some of the parts differed in measurement from the Data Sheets scale drawing, which the Model Railway Centre was also able to provide. The pilot deck was too long, giving the model an old fashioned 'protruding jaw' look. This was accompanied by an over length front bogie frame, possibly to give extra clearance for the front wheels around the cylinders on tight radius curves. Both bogie castings included a spring assembly under the side frames, whereas the Data Sheets plan showed the rear bogie springs within the frame. (For non-NSW readers, the wheel arrangement of the 30 Class tank loco is 4-6-4.)

The motor drive was geared to the middle wheels which are flangeless and don't actually touch the rail head. This means that the traction is transmitted through the side rods to the first and third axles.

I decided to make some changes:

- (i) to reduce the dimensional errors,
- (ii) to arrange the motor drive to go to the front driving axle, and
- (iii) to improve the accuracy of the model.

Chassis modifications

The chassis is made from a single piece of brass sheet folded to form an inverted channel. A central opening in the top provides for the NWSL gear box to couple the motor drive to the second driving axle. The modification consisted of cutting away the top over the front axle so that the gear box could be suitably positioned. A reinforcing piece was cut and filed from brass strip and soldered into place to maintain strength where the chassis had been cut away. This change had the added benefit of locating the motor further forward, reducing the intrusion of the motor into the driver's cab and allowing the fitting of a footplate for the crew. The motor intrudes only about four millimetres into the cab, whereas in the unaltered model, the motor occupies most of the cab.

To fill in some of the open space in the

model above the rear bogie, two brass strips were added. I used square brass tube because it was handy. This cosmetic change gives the model a more original appearance. Some modellers will have noticed the same feature on the AD60 model where the bogie pivots and pressure springs are clearly visible.

Diagram 1 illustrates the modifications to the chassis.

Reducing the overall length to match the prototype involved cutting through the pilot deck behind the front buffer beam, filing away about 2 millimetres of the length of the deck itself and rejoining the two pieces with low melt solder. Soldering was done with the two pieces face down on a smooth plate. The join is invisible and the overall proportions are improved; however on measuring the finished assembly I found that the boiler was also shorter than the prototype, and my model, while improved, is not as true to scale as I would like!

Changing the length of the front bogie was a fiddly job. I cut off the outer ends of the side frames, filed them down and re-joined them. Keeping them square - all four of them - and maintaining the axle separation equal on each side was tedious. A much better way, which I found after more practice with white metal, would be to fill the axle holes in the side frames using low melt solder, file the outer ends down to the required length and drill new axle holes. That is for next time.

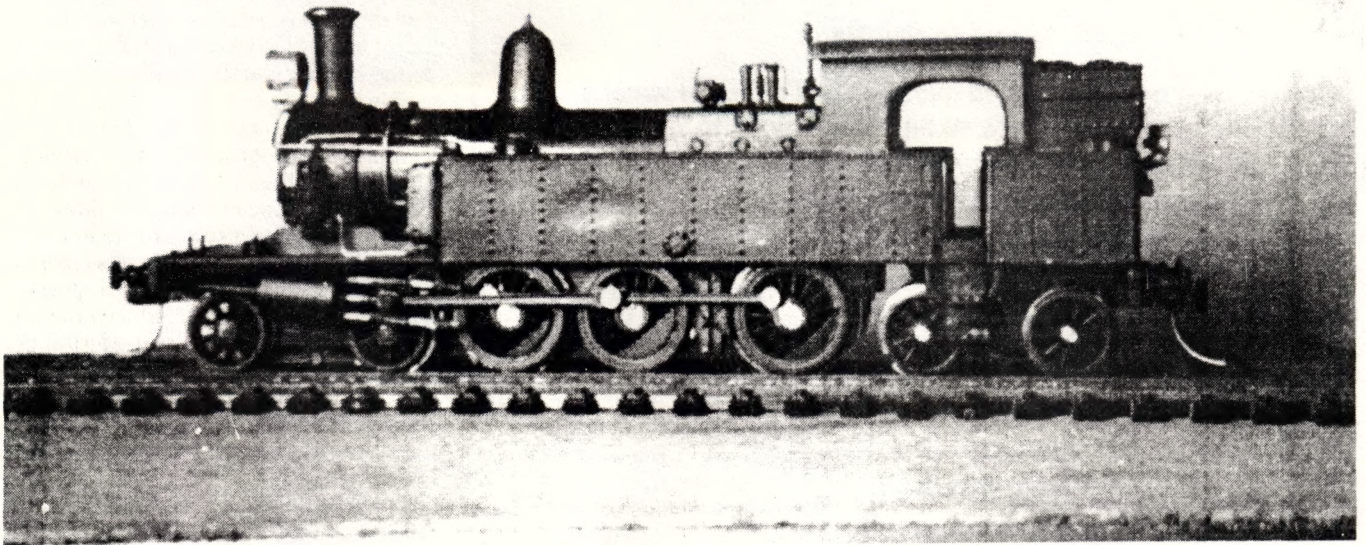
Another departure from the suggested assembly of the boiler/cab, pilot deck and cylinders was to solder the pilot deck to the smoke box, with a join also to the bottom of each of the side tanks and to solder the cylinder cross bar to the chassis. The slide bar support brackets were filed down to give correct alignment of the slide bars with the pistons.

To attach the chassis sub-assembly to the boiler/cab subassembly a keeper plate was soldered under the pilot deck allowing the chassis to slide in above it. The chassis is attached under the coal hopper with one screw which becomes the single fixing of the two halves.

The final result is that the model can be separated into two completely independent halves - the upper half comprising boiler, cab, side tanks, coal hopper, pilot deck and buffers, and the lower half consisting of chassis, wheels, cylinders, motion and motor. The lower assembly can be test run on its own with all drivers and both bogies.

Other modifications were made to the bogie attachments. The front bogie pivot tube was soldered to the chassis, while a retainer screw with a broadened head holds the bogie and the conventional pressure spring in place. The front bogie is thus live to the chassis forming part of the electrical pick up.

A similar arrangement locates the rear bogie, but the pivot was insulated from the chassis using a small piece of PCB above the chassis. A wire soldered to the PCB runs to the motor. The bogie and pressure spring are in electrical contact with the pivot. This contrasts with the kit which



The completed C30 Tank model
Photo by the author

insulates the bogie from the pivot using a plastic sleeve, and requires a wire connection from the bogie to the motor. (Diagram 2)

Power is also collected though the front and rear driving wheels on both sides, using thin brass strips wiping on the tyres of the driving wheels. This arrangement gives electrical pickup on four wheels on each side, and results in smooth running.

Along the way I added extra weight. The smoke box provided a useful space and was filled with a plug of solid solder. The model weighs 300 grams (10.5 ounces). It pulled a good load when tested on the layout at the AMRA Rockdale clubrooms.

Detailing a model really ends when the modeller wants to. I fitted the major pipework, handrails and some of the finer pipework. By drilling small holes in the compressor, sand boxes, clack valves etc it was possible to insert brass wire rather than rely on surface gluing or soldering. Hand rails were made from 14 thou. stainless wire. It has a grey-brown surface and suits quite well if left in its natural finish. Incidentally, I use a thin shanked pin vice for drilling small holes in brass and white metal, with a lubricant. So far drill breakages are nil.

Other changes were required e.g. removing some of the white metal inside the fire box to give room for the Mashima motor in its location further forward. There is also plenty of opportunity for the individual modeller to detail the model. On my list is the addition of guard irons front and rear, and finishing the lights which at present are unpainted.

For someone who has not done any kit building before, this kit is a good one with which to start. The kit price is under \$200, there is room for the builder to improvise and the result is a nice little workhorse.

I would be happy to compare notes with others who are making a start in loco kit building.

Diagram 1 C30 Chassis

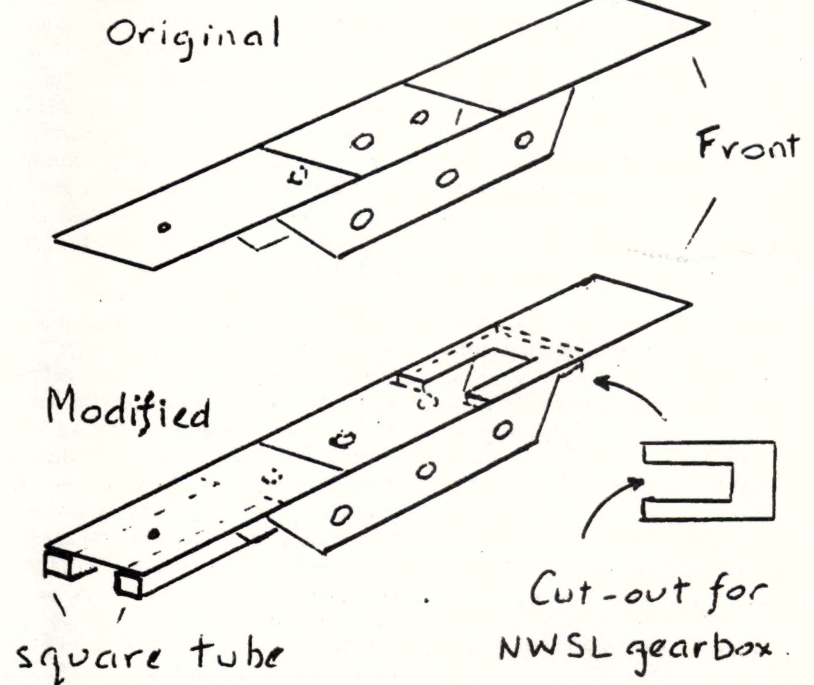
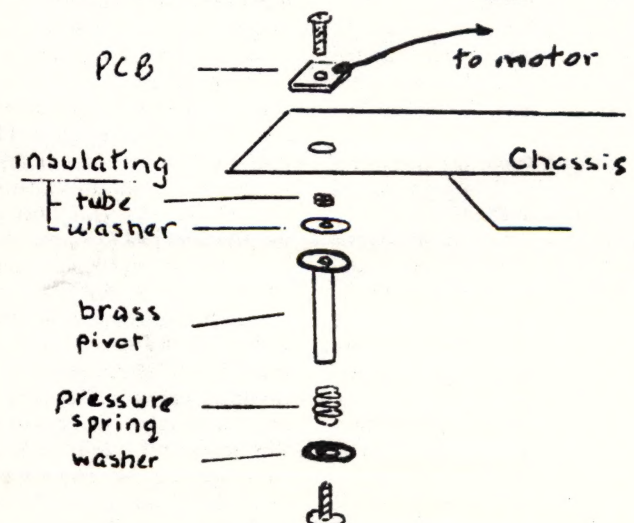


Diagram 2 Rear Bogie Pivot



Tales, Tall but True

A.W. MacDonald again, as told to Nev Mann

Mac is suffering a self-inflicted injury - a bad attack of writer's cramp! He claims it's only temporary, so I'm doing my bit to keep the stories coming. Seeing A.W. assures me these tales are for real, here goes!

Every depot has its unpopular jobs. For Woolloongabba Loco, one of the most well-known in this category was "237 to Roma St". "Sign on" about 11 pm; it ran five nights per week. The usual routine, after time allowed for "signing on and perusing notices", preparing the loco and picking up loading ex traffic, continued with the 25 minute run to Yeerongpilly, then a bit of shunting and making up the train. By this time, it was usually towards 1 am the next day.

As a rule, after the last passenger train had gone through for South Brisbane, 237 got right o'way. Depart Yeerongpilly across the inbound tracks and the Interstate main line, make towards Corinda and, via the leg of the angle, head through Sherwood for Roma Street; total running time about 35 minutes. At Roma Street, more shunting "breaking up the train", then turn the loco, take water and clean the fire. Having done all this, it only remained to back onto the train (already made up heading west), have a cuppa, and wait till it was time to head off. Back to the 'Gabba, and sign off about 7 am.

You couldn't call that hard work or hard running, so it must have been the night hours which made it unpopular. Apart from the 12.01 am Shed working, there was only one coal train overnight. It only went as far out as Redbank for coal for the power station at Tennyson. About once a week, an overnighter ran with stock for Beaudesert.

Practically every job on the roster would have one home by early am, and the earliest sign on was for 90 Up to Cleveland at 3.39 am. Almost ideal hours, as far as most shift workers are concerned.

Some of the elderly drivers probably didn't like the job to Roma Street, as they only had to work it on average about every twelve weeks. Big changes were occurring between Corinda and Roma Street and some drivers appeared to be not as confident as they were when they were younger. I often wondered why I found myself signing on for 237 so regularly. Finally, curiosity beat me and I asked the Roster Clerk, "how come?" He informed me it was because drivers booked on the job requested him to book me on with them!

Maybe, because I had been at Mayne and had worked so often on 237, I had kept up with the changes. I didn't mind in the long run, since most of them were good company. Anyway, I was, back in those days, much younger and, if anything, overly confident.

My most vivid memory of any experience on this particular job occurred with a driver about the same age as myself. He had just returned after classification to "Driver, Emerald", now back in his home

Depot. The power was, as usual, a B18. Everything was normal up to the point where we were ready to depart Yeerongpilly with a full load, waiting for word to go. The shunter came back from the signal cabin and said, "You'll get the road after the last passenger goes through. You will be relieved by Mayne men at Roma Street at 4 am to take the train to Pinkenba. You'll be back to the 'Gabba by tram."

The last passenger train to South Brisbane we could see coming down the track from Moorooka to the 'Pilly, so my mate bailed out, and with a quick "going back to the 'Gabba for my car, see you at Roma Street in the morning", he headed for the platform at the double to catch "the passenger". Over his shoulder, he called final instructions - "don't get stuck on Corinda or Taringa!" He would have gone to the 'Gabba on the L.E. ex the "passenger". The car being at Roma Street after we were relieved would save us hanging around for a couple of hours for public transport back to the 'Gabba. It would be made "right time" (which means "you get paid in full for what it should have been").

About to get right o'way, there was no time to call the Guard down from his van. With "right o'way, straight away!", I had no option but head for Roma Street. Roma Street, no problems. Through the yard and under the traffic overbridge at the Normanby Fiveways, around the curve through the high cutting, till the "stop" light on the high pole came on. Then, back a little at a time according to the lights which were used as alternate Shunters' signals, provided at this location because the walls of the cutting alongside either headshunt curve restricted the loco crew's view of the train break-up.

Only a couple of short "drop-offs", then back onto the train made up for Pinkenba. My driver was, at this point in time, taking things easy in the Shunters' Humpy! Home long before we were due to sign off, and no-one any the wiser of what went on.

At this point of time (1995), the driver concerned, like myself, is long retired, but still hale and hearty. He is, I believe, still a Rail Buff, sometimes involved with the Rosewood Steam and Historical. Bob, if you get to read this, I'll bet you can recall this incident just as I have described it, and it will also remind you of other experiences on locomotives, shared by us.

237 provided me with a third experience which still causes me to pinch myself to see if I'm of sound mind. The first of the three occurred in Bundaberg in 1952 at about midnight. The 4 pm to midnight shift was signing off, while the 12.01 am to 8 am were signing on. The sign-off finished, most of the men involved (about twelve all told, including Cleaners) were in a group

just outside the sign-on room. We were mainly discussing the state of the shed, what still had to be done preparing Garratts and things in general. Cleaner Col Scotton on the edge of the group was facing roughly to the north.

He suddenly said, "Hey! What's this?" We all turned quickly to see what was happening, and all of us saw a bright light shaped like a Rugby League ball about ten degrees above the horizon, travelling in a straight line, north to south, visible only for several seconds. That light was reported from various parts of South East Queensland, but, curiously, with wide variations as to the time of the incident. Most of the men present on that occasion are now on "permanent Shed" at the big Roundhouse, since most at that time were already elderly gentlemen.

Now, in 1995, I have heard that Col Scotton retired some years ago and was living in the Bundaberg suburb of Millbank. From memory, Col served in the RAAF during WWII and I daresay would have seen, at some time or other, all the various lights one may see in the night sky, the light in 1952 being the only one unidentifiable.

For my part, I also saw comets, shooting stars and a large variety of lights, from tracer bullets and shells through to a plane on fire, which came to earth just prior to dawn less than 100 yards or metres from where I was positioned. Later, in company with other men, "Sputnik" was also seen on the path nominated at the time. It was suspended high in space above Brisbane, and due to the earth rotating clockwise on its axis, the object appeared to be travelling slowly westward.

The second event of an identical nature occurred several years later. I was rostered on a Stock Special to Beaudesert with Driver Ron Daw, much the same age as myself. Specials to Beaudesert were fairly regular, usually a single PB load, occasionally two PB's double-headed. Mostly, these were timetabled for a sign on about 7 or 8 pm, but on this occasion, I got to see the Branch from Bethania to Beaudesert both ways in daylight. A usual run-of-the-mill job, with a good mate on the loco, so a good day was had by all.

On the return journey with the empty stock wagons, nearing Bethania about 7 pm on a beautiful, though chilly, night, we were expecting to be held, probably at the Home Signal on the Branch, since there would be much activity at Bethania. Trains off the tail end of the peak period would be coming and going, plus the usual congestion at Kingston. Kingston is the next station towards Brisbane and also the middle staff station on the single track to Kuraby. Some of the suburban traffic terminated at Kingston.

We came drifting around the right hand curve where the big black rocks poked up on a grassy knoll, then a fairly tight left-hand curve down to the Home Signal, which was showing red. When we stopped, the engine was facing almost due east, while I had a good view of the Station on my left at about "ten o'clock", and about 150 metres away. Ron's view consisted of

the southern section of the Station and, of course, the Home Signal. After taking it easy for several minutes, I said to Ron, "Look straight ahead, as quick as you can!", at the same time jumping off my seat, and diving over behind Ron.

I saw the first part of the passage from north to south of a bright, football shaped light about ten degrees above the horizon from my side of the cab. We both saw the balance from the Driver's side. All over from go to whoa in a matter of several seconds - an exact duplication of what happened in Bundaberg. Soon, the signal went to green, and we proceeded into Bethania, going into the "back road" of the island platform.

The S.M. advised us that it would be at least fifteen minutes before Kingston could take us (we would have to take water there, and there would still be trains to be cleared from the rush hours), so we promptly "put the billy in". We were quickly joined by the Guard, quite excited. 'The Duke' (as was his nickname, Wellington his surname) normally had a slight stammer, but on this occasion, being so excited, took longer to get his words out, finally asking, "Did you see the light?"

We assured him we had. He told us he was sitting at the lookout window of his van, taking in the same view of Bethania as we were. We were all stone, cold sober, if anyone is in doubt. In the time left before the 'Gabba went into oblivion, when the subject of Flying Saucers came up in the Shed during cup-o'-tea breaks, Ron always backed me up as I recounted the story, even though we usually copped a bit of ribbing.

Later on towards the last days of Woolloongabba Loco Depot, I was on another 237. At Roma Street, after the shunting, turning, watering, etc, we were back onto our train ready to go, facing west. Waiting our time, we boiled the billy and, while enjoying a snack near dawn, were having a yarn when the subject got around to UFO's. My mate, Arthur Duce, asked if I had ever seen one. I told him of my experience in Bundaberg, as well as those with Ron Daw and 'the Duke' at Bethania.

As I told the story, we were both standing centre-cab, backs to the fire as it was a cold night, and we were looking back over our train, and the Normanby area in general, north-east of the Roma Street yards.

I think Arthur was probably thinking, "This fellow is as bad as 'Rip'!", (a Driver who had the reputation of being the 'Gabba's teller of tall tales). At one stage, I had barely got the words, "flying saucer" out of my mouth, when I added, "there's one now!" This third time, identical for me, was probably the one and only for my mate.

We weren't around the Southside much longer, as it was just before the 'Gabba went into liquidation (!), and it wasn't long after we "saw the light" that Arthur was classed out to North West Queensland as a Driver, later back to Mayne. He saw his working days out in that Depot, retiring recently. On any occasion when I related the story in his presence, he would never confirm nor deny, but instead, just give a big smile!

Have You Seen.....

by Ted Thoday

..... "Railway Modeller": August. Railway of the Month is Hesem Rowe, described as a section of the LMS in 'N' scale. Modelling a BR[WR] diesel hydraulic in 7mm scale. Scale drawings, photographs and prototype information on Tanat Valley Light Railway 0-6-0T. 'Smordley' is an 'N' gauge layout set in the period 1950-1968. 'Frogs like trains, too!' is about 7mm scale in the garden shared with the resident wildlife. Construction and Ransomes and Rapier breakdown crane in 4mm scale, includes drawing. Fitting a Fiddleyard Models mechanism into a Mainline Warship model. 'N' scale outdoors, part 2 covers track circuits and signals [see the snowdrifts, a scale 60" to 70" deep!!!]. A look at chimneys. Plan of the month is Penmouth a fictitious Dorset ferry port modelled in 4mm scale. The former GER station building at Marlesford modelled in 4mm scale. Norton is light railway modelled in 10mm scale. Student Modeller describes the Seashore valley Railway in 'OO'. Latest Reviews looks at Graham Farish Class 90 in 'N' scale; PO wagons from Bachmann; Mk1 underframe kit in 4mm from Cooper Craft; battery/electric chassis for 32/.45mm gauge; Harburn Hobbies Edinburgh tram/bus transfers; Corgi bus garage and PSVs in 4mm scale; Blackberry Way Models 'O' scale passenger shelter kit; Taylor Plastic Models latest releases include an etched brass lattice-type yard lighting tower in 'N'. Newsdesk Information describes a visit to the Dapol factory; the future of Romford Wheels assured despite demise of W&H [I'll obviously have to catch up with some of my reading, seem to have missed that one - the May issue had a full page advert inviting ideas for future ads in a continuing series, and there is an ad. in the June British Railway Modelling]; new PO wagon sides from Powdes; 7mm scale NSR coach kit from Chowbent Castings; P>D> Marsh kit for BR permanent way lorry among many newsy items.

..... "Railway Modeller": September. Railway of the Month is Jamaica Reach a 4mm scale GWR/SR in a Cornish setting. Scale Drawings of BR Class 73 electro-diesel, includes drawings, photographs and prototype information. Constructing an LNER Class K3 2-6-0 from a Hornby B17 body and Bachmann V1/V3 chassis. A diesel facility in 4mm scale. Plan of the Month is Newton Andrew a multi-level design in 'OO'. Highly Unlikely, the baseboards and canal described. In constructing GNSR station at Aboyne Roy Smith recreates a prototype location in 4mm scale. Bembridge is a 4mm scale model based on SR on the Isle of Wight. A change of scale to 7mm leads to the construction of St. Mellion. Working with Individualay, part 2, building a simple turnout. Student Modeller shows how a simple layout can be improved. Latest Reviews looks at Hornby A4 in experimental blue livery; Bachmann J39 in LNER lined black livery; Lima Class

47 in triple-grey livery without badges, etc.; Garden Railway Specialists latest L&B releases; GA Models etched 4mm scale wagon floors; Severn Mill Nameplates custom etched 7mm scale nameplates; Great Western Scale Models GWR destination boards; Bachmann wagons in Lincoln area PO liveries; 4mm scale close couplings for coaches from Telford Models; N scale detailing parts from Taylor Plastic Models; 4mm scale Irish Rail transfers from Model Irish Railways.

..... "Model Railway Journal": No. 81. Construction review of Malcolm Mitchell's 4mm scale kit for GWR 'Manor' class 4-6-0, the review concentrates on John Hayes methods for achieving silky-smooth performance. Marlborough a P4 layout based on the lines of the GWR and MSWJ which ran close to one another. Construction review of Parkside Dundas 7mm scale kit for BR 24+ ton mineral wagon. Using real engineering to overcome problems constructing a 4mm scale EM gauge model of Midland No. 202 0-4-2T. Kit-bashing an etched 4mm coach continued. Small Suppliers Forum looks at the KTG autocoupling; Parkside Dundas 7mm scale wagon kits; Exley coaches live again; GA Models etched planked wagon floors; Wychbury Loco Works 4mm kit for Avonside B3 industrial 0-6-0ST; Tiny Signs future; Backwoods Miniatures 009 kit for Rheidol 2-6-2T. Layout Design looks at Bridgewater North. Construction reviews of Exactoscale self-adhesive printed slates and Taylor Plastic Models 2mm scale lighting tower kit. Advance notice that book 'the 4mm Wagon, part two' is in preparation.

..... "British Railway Journal": No. 54. Lengthy article on the Cairnryan Military Railway [Military port No.2], includes photographs, track and signalling diagrams and bridge plans. Special liveries for two of LNWR 2-2-2-2 locos to commemorate Queen Victoria's Diamond Jubilee. The Diaries of V.R. Webster, Part 8. Obituary to John E. Kite, plus some of his magnificent photographs. Brief description of NER '124' class 0-6-0WT. Lengthy article on Henstridge, S&DJR, includes photographs, O.S. Map. The two quarries at Dulcote, includes photographs, track diagrams and OS map.

..... "Great Western Railway Journal" No. 15. Definitive article on Congresbury, includes many photographs, OS Map and signalling diagram. The 78xx 'Manor' class in traffic, includes allocations, working details, GA drawing, photographs. Birmingham Hockley, a major goods stations described, includes photographs, OS maps and some interesting words on how it was worked and staffed.

Continued next page

....."British Railway Modelling": May. Includes a free 16 page supplement on Garden Railway modelling. News looks at Stephen Barnfield kit for NER M Class [LNER D17] 4-4-0 in both 4mm and 7mm scales; Harburn Hamlets Accessories latest additions; Branchlines Ford 'T' rail-truck for 7mm narrow gauge; BR 73xxx conversion kit from Crownline; Tenmille Products kits for LSWR B4 0-4-0T and GWR Siphon 'G'. Product Reviews of N-enthusiasts Resprays locomotive resprays and other items; DSC switches for colour light signal operation; Graham Avis Details model cars and buses for 'N'; Parkside Dundas 7mm scale kit for LNER double bolster wagon; revised Graham Farish Pan-nier tank. Layout Focus is on Honley a 2mm scale finescale layout. Why insure your models, a tale of bitter experience which we could all learn from. Whipsnade Railway as an inspiration for narrow gauge modelling. Another prototype inspiration is Bowater's United 2'6" system at Sittingbourne. Construction review of Crownline Models 4mm scale kit for an unrebuilt 'West Country' class Pacific. Steve Banks takes commercially available parts, plus scratchbuilding to produce an award winning model of GWR Collett Dia. C54 coach. Redditch MRCs 4mm scale layout Arrowmouth described. Improving and detailing the Bachmann 4mm scale Model of LNER J39 0-6-0. John Spence describes his experiences in modelling 'N' scale and construction of his City Central layout. Lock's Siding describes some more visitors. A simple workbench project. Magnetic uncoupling of Sprat and Winkle autocouplings.

....."British Railway Modelling": June. Included as a free pull-out supplement is Part 1 of Back to Basics - Painting. News looks at 7mm scale etchings and pressing of use to GWR loco builders; Wagon and Carriage Works latest 7mm scale kit/RTR wagons; The Original Bus Company 4mm scale bus releases and a cardboard kit for the garage to house them in; Blackberry Way Models 7mm scale building range. Product Review looks at Expo 'Zircon' Mindrill; Class 158 snowplough fairings in 'N' scale; Parkside Dundas 7mm scale kit for GWR 12 ton open goods wagon; Brandbright Ltd., narrow gauge wagon kits; Fleetline Road 'N' Rail model road vehicles for 'N'. Layout Focus is on Aidsfield Junction a 4mm scale exhibition layout belonging to the Whitby and District MRC. Forecourt Services looks at the relationship between buses/coaches and the railway. Power Projects introduces simple electronics with simple explanations of the components used and their functions and uses and constructs an automatic block signal circuit, circuit diagram, PCB layout, etc., included [there are indications there will be more in this series]. Poloworks is a very small minimum space '0' scale layout. The Lima Class 52 model details using a Westward detailing kit, includes drawing of D1023 and various special headboards carried by this loco. Part 2 of the Gresley V2 2-6-2 kit construction review. Avening LMS is a 4mm scale

EM gauge layout. Modelling the Glyn Valley Tramway in 16mm scale 32mm gauge. 2mm finescale track making described in words and pictures. Bodmin Junction as a layout inspiration. Lock's Siding describes some locos and rolling stock in words and pictures.

....."British Railway Modelling": July. News looks at Crownlines L&SWR D15 4-4-0 kit and chassis and parts for BR 80000 2-6-4T conversion; latest bus and lorry releases from EFE; Rushton LBT for 14mm scale from Roy Link; N, Z, 3mm and 4mm scale paper building kits from Paper Kits; Gauge 1 Peckett X Class tank kit from Wychbury Loco Works; 7mm scale steam lorries from Bassett-Lowke; 7mm scale TVR 0-6-2T parts from Derek Munday; Backwoods Miniatures latest kits include an 0-4-0 + 0-4-0 Garratt which to your reviewers untrained eye looks similar to something he saw in photographs of the loco scene some years ago. Product Reviews of Peco N scale wagon kits: Parkside Dundas 7mm scale GWR covered goods wagon kit; Mark Hughes Models kit for Manx Electric Railway tram No.19; Kato models of Eurostar units in N scale; McKendrick Model Railways new range of 4mm wagon kits. Layout Focus is on the Corve Dale Light Railway, a 7mm scale narrow gauge layout based on a prototype location. Couplings for coach rakes, innovative couplings which include the pipes, etc.. The Channel Tunnel rail links, and stock described, includes drawing of Class 92 loco. Rhymney Railway liveries. Structural Modelling looks at three different bridges. Building modelling techniques described in words and pictures. Live steam in the garden. Construction review of Roxey Models LSWR 48' brake third. Chiltern Road, a 3mm scale layout described. This month's project is a regulated DC power supply, circuit and board diagrams, parts list and how to do it. The letters column has several letters relating to the Pro-Scale V2 reviews. Included with this issue is Part 2 of free liftout on back to basics painting.

....."Modelling Railways Illustrated": June. The Editorial explains that to overcome various problems with 'errors' which have spoiled many a recent issue, the publishers have returned to their original printer. Stores Inward looks at Roy C Link Industrial and Narrow Gauge Handbook; Alan Gibson 7mm scale wagon components; Crownline chassis for BR standard 2-6-4T and their LSWR D15 4-4-0 kit; Helmsman Electronics constant lighting kits and controllers; new gearbox from Comet; Ultrascap/Top Gear 7mm motor/gearbox. Critique looks at Phoenix 'adjustaride' coach bogies. Little Fen, a 7mm scale compact finescale layout described. Profile looks at MR/LMS 4F 0-6-0 goods engine, photographs, drawings, history, etc.. The MORILL Project Programme explained. An update on Hepton Wharf, L&YR P4 layout. Wagon Works looks at HR 8-ton 2-plank drop-side ballast wagon, drawings, photographs, etc.. Part 2 of Modelling Vernacular Buildings

- roofs. A compact layout built to sit on wall brackets. KD Couplers on British stock. Live Rail, part 2 looks at diodes and their uses.

....."Modelling Railways Illustrated": July. This is the third magazine to carry the press release from Romford Model Co., which refers to the ædémiseÆ of W&H Models, but still no explanation. Details of a proposed North Staffordshire Railway Society. Stores Inwards looks at High Level Models 4mm scale kit for Andrew Barclay 18-inch Tank; Backwoods Miniatures 4mm scale kit for Manning Wardle 0-6-2T 'Chevalier'; Wychbury Models gauge 1 kit for Peckett 0-6-0ST; 5522 Models 4mm scale HR signal post and lattice girder; McKendrick Models BR lowfit wagon kit in 4mm scale; Peter Thatcher latest loco and wagon plates; CGW Nameplates for the 'Royal' 47s plus livery transfers, etc.. Review of Hornby's GWR/BR 28xx 2-8-0. Stephenson and Clarke & Co. 10 tons coal wagon c.1900, includes drawings, and photograph. Construction of the signal gantry for Bill Richmond's Tring cutting. A follow up to April's Square Peg article, the British view. Modelling the Manx Electric Railway. A Drewry Diesel Shunter constructed from a Dapol kit and Bachmann chassis. Profile of the Isle of Man Railways locomotives, includes photographs, drawings, and description of many detail parts. Construction review of D&S Models etched kit for GWR dia. 04 'Low Siphon'. Layout Design looks at Moorheaton Bank [LYR/LMS]. Installing a second motor bogie in RTR diesel locos. Live Rail continues it's look at electronics.

....."British Railways Illustrated": June. The Somerset and Dorset 2-8-0s, their history and workings, plus photographs. Bodmin afternoon, Pictures and extended captions describe an afternoons working. Part 2 of Diesel Dawn, plenty of pictures with extended captions. An unusual signal protection from falling rocks. Motive Power, some procedure and practice [how the real railways do things]. Grimsby Docks after-noon fish trains in words and pictures.

....."British Railways Illustrated": July. Photographs of 21C157 on the Golden Arrow at Victoria in 1947. Plaistow, on the LT&SR, includes track diagram. Extensive article on GWR/BR[WR] 16xx 0-6-0PT, many photographs, allocations, history. The Wisbech and Upwell Tramway described, includes track diagrams and OS Maps. Bagthorpe Junction, Basford North, Bulwell triangle in words and pictures.

....."British Railways Illustrated": August. On the Dry Side, part 5 - the 'Pullmans'. Diesel Dawn, part 3 - engines, equipment, working, problems, etc.. Photographs and explanation of a 'Jinty' with a Barclay chimney. Lengthy article on Exeter shed, many photographs, track diagram, allocations, etc.. Changing over to the new signal box at Euston in 1952, includes track/signal diagram. A selection of little known SR service stock. A mainly picture article on pickup goods.

....."Steam Railway": June. About 18 pages of 'news' of preserved railways around the world. Irish railway delights in the mid-'50s. Part of the old GWR works at Swindon is being converted into a museum, which, according to the story will tell the story of the men and machines and their effect on Swindon particularly. WD 'Austerity' 2-10-0s and their influence on BR 9Fs. A one stop steam guide should be in the pocket of any railway minded visitor to UK. A brief look at matters affecting the future of main line steam running. Peak Rail, can this dream come true - Part 2?

....."Steam Railway": July. Some 14 pages of 'news' of preserved railways around the world. Interested in the former North Staffordshire Railway? plans announced for the Churnet Valley Railway. Pictorial/word article on locomotive preparation on the Bluebell Railway. Pictorial look at National Coal Board locomotives. Part 2 of the article on Irish Railways in the mid-'50s. Cheltenham Race Course station preservation. USATC S160 Class 2-8-0s. The Glorious Years recalls the steam years before 1968. Steam in Ecuador, on Devils Nose mountain. The future of main line steam, is there too much, should it be slashed?

....."Steam Railway": August. Eighteen pages of preserved railway news from around the world. Considerable correspondence of the future of main line steam tours. David Wilcock reports the latest on main line steam, includes the log of 71000's run from Bristol the Exeter, taking Whiteball's 1:90/80 at 66.5mph, described as exhilarating!!! Gallery has five pages of superb colour shots of steam in action. Questions and Answers answers readers

It Occurs To Me

by Mac Lagotis

Exhibitions seem to be a fact of life in many hobbies, not least our own pastime of model trains. At times one is tempted to pose the question - why have exhibitions?

There are several possible reasons. It all depends on who one considers has the most to gain from these presentations to the public,

Producers of model railway goods, or rather the distributors of those products, the mail-order suppliers and retailers have a lot to gain by taking a stand at an exhibition. They take their trade to the public for once, whereas they normally have to wait for the public to come to them. As well there comes the power of suggestion as when a person confronted by an attractive piece of gear likely may have an attack of the "I could do with one of those" syndrome.

Various clubs and associations with a primary interest in model railways view exhibitions as public relations exercises and recruiting drives, trying to put over the desirability of joining their particular or-

'how' and 'why' questions. A look at Tyseley's proposal to rebuild their loco shed. Following last months photographic/caption article on preparing a locomotive, this month looks at disposing of a loco at the end of its working day. The Glorious Years has some evocative photographs of BR steam before 1968. The USATC 0-6-0Ts supplied during WW2, their use on BR described.

....."Steam Classic": June. Way Down South, a photographic article on Southern scenes, past and present. Resurrecting 'dead' narrow gauge locomotives. In 'From the Footplate' Maurice Rhodes describes a week in the 'spare' link. Some of the achievements of James Holden. Photographic article on BR Class 4MT 2-6-4T.

....."Steam Classic": July. Spring Collection is a series of photographs of steam at work in early 1995. News on what is happening in the restoration scene. NER Class 66 2-2-4T in words and pictures. The first part of the history of the 'races to the north' period. Bluebell Railways driver training/experience course on BR 9F 210-0 No. 92240. Part 2 of the James Holden article

....."Steam Classic": August. Words and pictures look at operations on K&ESR. Reports on 'Blue Peter' repairs; 35006's boiler repairs; 'Hilda' up for sale; 'Caledonia's' boiler repairs; 'Tornado's' new cylinders cast; 6023 King Edward II rewheelled. A young apprentice recalls 'going in at the deep end' when after one week he's firing an 8F at the head of a heavy van train. Concluding part of 'Racing Grounds'. A photographs and words look at the Fowler 3F tanks [Jintys]. A visit to Bristol Bath Road shed described in words and pictures.

ganisation. As well as that some preservation societies and other dedicated bodies, such as the A.R.H.S. front up there, also in the hope of obtaining a few recruits to their cause, as well as maybe selling some of their books, photos and other publications.

Individuals and small groups of friends put their portable layouts up for all comers to see. I wouldn't go as far as to say they do it to say "look how good our models are" but they must want to show off just a little bit.

Along with societies and clubs pursuing conventional model trains there are some taking stands at shows with a message about things somewhat larger. These are the model engineers, the "live steam" boys. Of necessity, their specimens are usually static, but the meaning is quite clear along with the message.

Overall, we must consider the organising body. They may have several reasons for putting the show on. It is likely that it hopes to achieve some financial gain from it. Further, a properly organised show brings a form of union to the hobby, putting participants in touch with each other, propagating exchanges of ideas and dissemination of information. This last is of great importance.

An exhibition spreads the gospel ac-

....."Steam World": June. The two stations at Stamford described, includes track diagram and pictures. Some personal recollections of Stockport Edgeley [9B] MPD. Attention to Detail, part 4 looks at the role of the footplatemen. Peterborough, 1934 from the air. Part 2 of Mystery at Beattock. A former railway apprentice during war-time describes his experiences. A look at BR Standard '4MT' 4-6-0s. The former Barry Railway Coaches used on the Culm Valley Line.

....."Steam World": July. In Call Attention readers give additional information to pictures published in previous issues. A look at Edinburgh Princes Street. SR/BR[SR] Merchant Navy class 4-6-2s at Nine Elms. Need to know what your railwaymen wore in days gone by, then see 'just doing the job'. Views from the footplate on the Highland route, with extended captions. Ariel photograph of Crewe, c.1953. Summer working at Thetford.

....."Steam Days": July. The railways of Edinburgh and Leith described. Worting Junction in steam days. Dennis Robinson looks back to the 1950s when he was an unpaid helper at Hesse and describes some of the trains passing through. The Torbay Railway before preservation. Steam days at Huddersfield. GWR 'Manor' Class 4-6-0s, pictures, words, allocation, etc..

....."Steam Days": August. Britain's Titled Trains - The "Bristolian". The Leeds Holbeck 'A3s' used on the Midland. A photographs and lengthy captions look at steam trains in Kent. Speyside Steam looks at the line from Craigellachie to Aviemore. The story of the LMS 2-6-0 + 0-6-2 Beyer-Garratt locomotives. Weymouth in the 1950s.

cording to model railways in a most satisfactory way. Those already in the hobby have the opportunity to tell the facts to those less fortunate individuals that are not. Also it provides for those on the outside but would like to be on the inside to find out for themselves what it entails to find out from the horses mouth, so to speak, how worthwhile and productive our hobby can be, not to mention the fact that it is a hobby for anybody of any age in any walk of life.

Exhibitions have been held all over the modelling world for a large number of years, and look like they will be held for many many more. Having had the privilege of attending many such shows, from very small ones in local halls to positively huge ones, I can say that they all have one thing in common. They are very happy and friendly functions. People go to them because they want to and enjoy being there. In short, there is a public demand for model railway shows. That must be the very best reason for having them.

It is said that, in the U.K., model railways is the second most popular hobby, which is pretty good when you think of how many different hobbies could be followed by sixty million people. Anyhow, lets keep up the good work. Roll on the next Model Railway Show!

A Maryborough Switch

by Nev Mann

Part I - Setting the scene

"That's another story" is a favourite saying of A.W.MacDonald. "When are you going to write one of your promised articles?" is a regular question Norm Read writes on my membership renewal form each year. Choosing a subject the writer feels may appeal to the reader is not always easy.

Let me ask you, dear reader (no pun intended, Norm!), how would you like to operate a model railway in close proximity to the real thing - and get paid for it, too?!

This writer had several experiences of just that very thing happening. Those are other stories, including "how I nearly got left behind in Roma Street yard", "the runaway carriage at Coppabella", and "twice round the City circle". Memories of "flat batteries in 1236 at Gladstone" and "by tractor-crane at Clermont" also remain for the telling sometime.

Just on ten years ago (by the time this is printed), Don Warn was due to have taken a model railway on tour around the Central Queensland coalfields area. The model was built by Queensland AMRA members and located in a QLXP wagon. For health reasons, Don was unable to go and QR was looking for another employee prepared to go at short notice who knew model railways. How could one refuse such "duty"?

Having completed the trip, mostly in Car 1236, other occasional operating sessions arose, such as Brisbane Exhibition, where the wagon was placed in the Exhibition station dock platform. One very memorable time occurred when State Cabinet was meeting at Maryborough. The QLXP and "sister" wagon containing TravelTrain advertising had been placed on the "road" (track, to the non-railway fraternity) outside Walkers works.

Catching the Sunday night Capricornian, arrival at Baddow was around the "witching" hour. A crew-car waited to take me to a motel to grab a couple hours shut-eye. Now-retired Hughie Dunlop from QR Maryborough drove me from the station to Walkers, where the wagons had to be opened up, displays set up, and the model railway put into operation.

Peter Olds from MELSA, a local businessman operating his engineering works, was an early visitor. Later in the day, two more visitors arrived, one renowned for his saying, "Now, don't you worry about that!", if not for his wife's pumpkin scones, the other being his Transport Minister.

"All clear to close up!" just before 4 pm was given by the QR officer on duty, and I was just about to click the last of the four Lockwood padlocks shut, when a voice behind me said, "Do you think you're on flexi-time?" On reflection, it seems I had neither the wit nor the courage to say "Yes, Minister!", so out came the keys, followed

by the power cable to be again connected to a Walkers power point.

Later that night, I would be taken by car to Baddow where, after boarding a south-bound Sunlander, and signing the authorising voucher for the sleeping car berth, I would drift off to sleep to the rhythm of the rails. Believe it or not, I had to report for work at Redbank next morning!

Part II - Your turn, Bob!

Regular readers of "Model Railroader" will be familiar with switching problems on the Carabasset and Dead River HO_{N2½} model railroad of Bob Hayden. It was my privilege to meet Bob in Milwaukee the day in '83 "we" (Aussies) won the America's Cup. This friendship was renewed in '93 and there is an old saying that "imitation is the sincerest form of flattery!"

In keeping with Bob's lead-in to some of his switching problems, which might begin, "You are the junior brakeman on the mixed", let me do likewise.

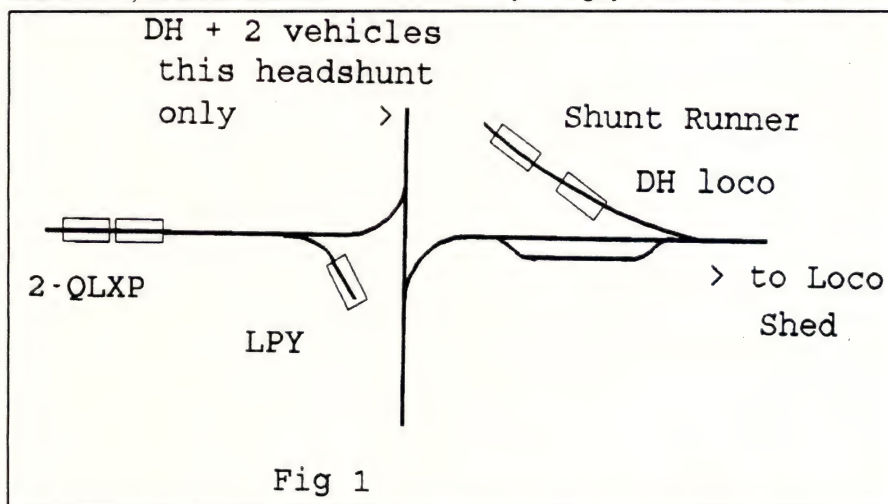


Fig 1

You are the shunter-in-charge at Maryborough yard. While most of the yard is tied up with the departure of the Monto mixed, it is a good opportunity for you to take the Diesel-Hydraulic shunt loco onto the Wharf branch to pick up the two QLXP display cars from Walkers and a now-available LPY liquid petroleum tanker from the gas-works, located on a dead-end branching back from the lead track to Walkers. The above track layout is diagrammatic only. As noted, the only tight squeeze is on the short headshunt, in street trackage.

The exercise may be considered complete when these three cars and shunt runner are spotted on the track where the DH now awaits, with the DH able to leave them there when it moves off to the loco shed.

You may, if you wish, count your moves with the standard "stop to couple/uncouple" and the "stop to reverse" method. Allow one minute per move. There are a few definite rules or details to be considered.

(1) the DH has drawhooks, not auto-

couplers.

(2) the LPY has auto couplers and no buffers.

(3) the headshunt (street-trackage) holds no more than DH + two vehicles.

(4) whilst the coupled QLXP's may be separated, it is preferred to keep them coupled together.

(5) Both QLXP's are transition vehicles, as is the shunt wagon presently located in the siding with the loco. Any of these three may be coupled to any of the other four vehicles, as only the DH and LPY cannot be coupled directly to each other.

(6) Wagons may be left (with hand-brakes applied) on any section of track, other than the headshunt. There should be no reason to leave any at that location, anyway!

The method used on the day will be outlined in Part III of this article. Give it a try first, before you read the crew's solution. See you at the loco shed in a few minutes! (or is it hours?)

Part III - Movin' 'em out

A special First-class pass had been issued for the trip to Maryborough, stamped with words to the effect of "available for travel in Sleeping Car, Guard's van, and D.E.L. locomotive cab". Why had no-one foreseen that travel back from Walkers to Maryborough yard would be in a DH cab?!

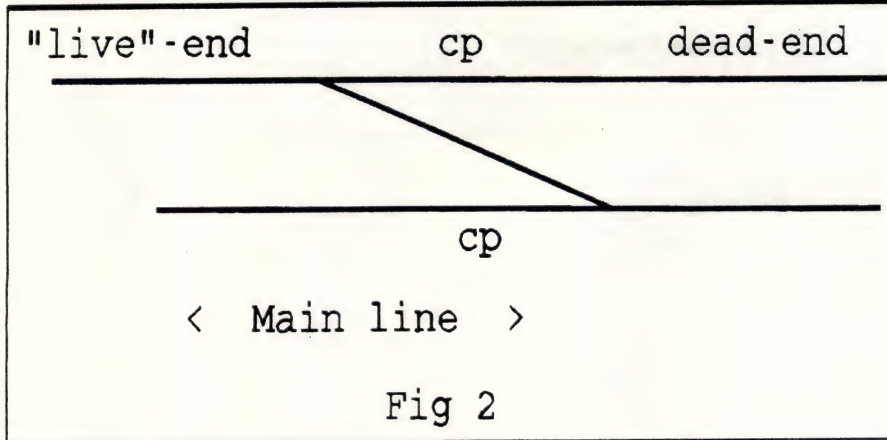
If you want to work out the exact number of moves and minutes, good on y'! If you can carry out the shunt in fewer moves/less time than the crew took, go to the top of the class! Moves have not been numbered, while some moves have been combined together.

How the crew did it on the day:-

The DH coupled to the shunt wagon, backed out of the siding, and pushed the shunt wagon into the loop siding. Hand-brake set, the DH was uncoupled and a run-round move made, coupling other end of loco to other end of shunt wagon.

Zig-zag/switchback moves were made, to couple shunt wagon to LPY, then the route was retraced, to leave shunt wagon and LPY coupled on loop siding. Loco returns to Walkers, picks up QLXP's and returns to loop siding, passing shunt/LPY wagons.

QLXP's backed to couple to other two vehicles, and "train" placed on originating track, hand brakes applied and loco uncou-



pled. Loco departs for loco shed. So, how long did it take, and could you have arrived back any earlier? See you next shift!

Part IV - Switchbacks, and switching

Switchback (zig-zag style - see Fig 2 above) sidings have, through the years, gained a reputation as being something of a challenge for fans or students of switching/shunting.

"Should I include a switchback siding on my layout?" some may ask. One answer or guidepost is contained in the saying, "If you want (any) privilege, you can have it, provided you are prepared to accept the responsibility (or) to pay the cost that goes with it."

All too often, layouts, home and club alike, do NOT come up to expectation. High on the list of causes is UNDER-ESTIMATION of the actual track-length needed. Insufficient space is allocated, making it difficult, if not impossible to perform basic manoeuvres without interfering with other movements. Maybe you can't have everything, but don't be left with nothing. Don't get caught out! Deliberate cheating when planning, or unwitting complacency ("It'll fit, somehow"), breeds dissatisfaction in attempted operation, or the lack of elbow-room just when and where most needed.

Although not part of this discussion, the same principle applies to crossing loops. ([A] Can the loop hold a full train while an equal-length train passes in the opposite direction? and [B] can the train completely leave any station AND YARD LIMIT on the layout, before entering the yard limit of the next station?)

Part V - How much is enough in a yard?

Two (or more) distinct situations apply to switchbacks. One is where the track is located in part of a yard, the other where it is on a stretch of track between stations. Refer to Fig 3 on right.

Being part of a yard is the lesser of two evils. Usually there will be cars such as A & B spotted at an industry located on the "live"-end headshunt part of the zig-zag.

Exercise:-If you think such cars as these to be a minor item, refer back to Fig 1, and go through the exercise again, but add an extra QX wagon being unloaded on the

street headshunt, which has to be placed back in position after other movements have been completed!

Meanwhile, back to Fig 3.

First:- These (A & B) must be moved to some other track OUT OF THE WAY of other switching.

Second:- This, when done, allows the loco access to the cars (C & D) to be removed from the dead-end part of the zig-zag.

Third:- These cars, too, must be stored somewhere OUT OF THE WAY.

Fourth:- warning! Remember also that these cars are at the OTHER end of the loco from the cars first-removed!

Fifth:- The inbound cars (say, X & Y, not shown) have to be fetched from yet ANOTHER track, to be placed where C & D initially came from.

Sixth:- The first moved group A & B is then replaced in original location, and pick-ups C & D finally moved elsewhere in the yard (for inclusion in train, or movement to another siding).

Seventh:- Just try to get E out somewhere during this process!

Use Fig 3 or a copy, and draw in extra trackage as you need it. How many "sidings-next-door" did you have to add, and ALL TO MOVE 2 CARS OUT OF ONE SIDING!

Part VI - Now for the Main Line

When the switchback is on the main line between stations, the logistics are even

more momentous. Consider these points:

(1) Just to move the loco and train from the previous yard limit 8 to the turnout 7 for the switchback requires at least one train length clear of the yard limit of the station in rear.

(2) Removal of cars A & B on the "live"-end of the siding requires the train to back even further past 8, towards the station in rear BY THE ADDED LENGTH OF THESE CARS.

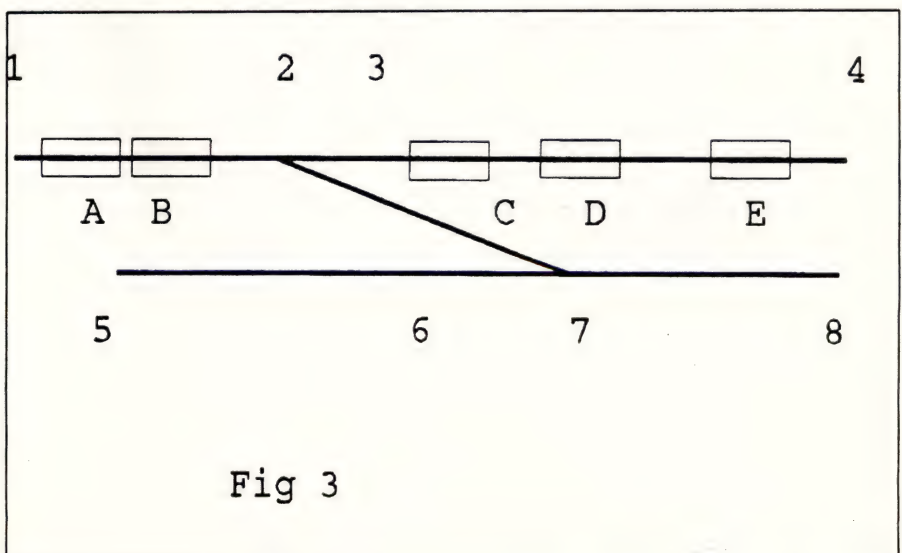
(3) There needs to be, on the main line, at least the length of these "live"-end cars A & B - CLEAR at 6 BEYOND the main-line turnout 7 to hold them, and this needs ALSO be clear of the station limits 5 of the station in advance!

(4) The length of the "live"-end track 1-2 available must be equal to the length of the loco, plus TWICE the length of the number of cars to be exchanged. (If that's hard to believe, where else other than behind the loco can you keep the outbound cars C & D, while you place the inbound cars X & Y?) This means at least loco + 4 cars, just to swap 2 cars for two others!

(5) It might be suggested that some length might be saved by leaving the train and van/caboose at the station in the rear, and doing a double-shunt. The loco would move light engine to Zig-zag, and returns with outbound C & D. Another trip to deliver X & Y inbound. Easy, you say. But wait! There's more!

(6) How much will this variation of the operation choke the timetable? Another train can pass or overtake the train being switched at the station involved, but this effectively means that a double-length section is created, because the passing loop is occupied by a train going nowhere until switching at the zig-zag is completed!

Don't rule out switchback sidings, they can be fun to operate. Just recognize them for the expensive novelty they really are in terms of space required and congestion created, versus enjoyment attained! Can traffic allow a novice operator to tie up all other main line or yard operations, just to move a handful of cars? It would not take long for the prototype to find some alternative.



News From Europe

Following on from the last Journal are a few more items, courtesy of Today's Railways 7 and 8. Bear in mind that by the time you read it, the information will be a little dated.

Of interest is the editorial titled "Stop Rail Privatisation Before We Have No Railway Industry Left In Britain". Apparently uncertainty in the rail manufacturing industry has led to a complete drying up of orders for rolling stock. This uncertainty has already resulted in the closure of ABB's York Works. As the editor points out, this is a marked contrast to most of Western Europe where rolling stock manufacturers have full order books for both trains and LRV's. He finishes his piece by saying the British Government is causing untold harm to the railway industry and they should abandon the privatisation proposals now or, better still, resign. It seems all is not well in the land that developed the railway.

Belfort Scandal France - The mayor of Belfort has denounced the use of road transport for Eurostar bodies between the GEC-Alsthom factory and Metro-Cammel in Birmingham. GEC-Alsthom resorted to this method after one coach body took six weeks to reach Birmingham by rail.

Denmark - Great Belt Tunnel Complete. After four and a half years of work (3 years more than expected, and double the estimated cost) the double tunnel under the Store Bølt (Great Belt), between the islands of Fyn and Sjælland was completed on 7th April, 1995. The new tunnel and associated bridge, will allow trains to reach København from Hamburg "on dry land".

France - The SNCF has now bowed to the inevitable and dropped its opposition to European Union directive 91/440 which imposes the separation of infrastructure from operating accounts in order to allow free access to infrastructure for outside operators. Until now, infrastructure has come under a dozen departments and many decisions have not always been studied for their effect on the "bottom line".

Germany - DB is to introduce a "rolling motorway" (RoLa) service carrying complete lorries between the industrial Ruhr region of north-west Germany and Poland. One reason behind this is the congestion on the Hannover-Berlin motorway.

McDonald's Moves Trains - After disappointing results on the "Berchtesgaden Land" train, McDonald's have moved their two restaurant cars to a new service from München to Keil and return via Nürnberg, Kitzingen and Hamburg.

Germany/Sweden - German electrical giant AEG and Swedish/Swiss company ABB have merged their railway activities. A previous attempt by AEG to merge with Siemens was rejected as anti-competitive.

Sweden - ABB and Daimler-Benz are to join forces under the name ABB Daimler-Benz Transportation. The new joint venture is expected to pave the way for financing new rail and under-ground projects in Asia.

Switzerland - The government of the Swiss federation has advised SBB to split into operations and infrastructure activities. In February, SBB decided to create a commission to investigate this process. It is expected that the process of division will begin in 1996.

Switzerland - A new law concerning the finance of regional railway services has been adopted by the Swiss federation. Under the new act, local government - the Swiss Cantons - will be wholly responsible for financing the deficit incurred by local stopping trains. The new law also opens SBB up to increased competition from private railways. The Cantons will be able to put existing services out to tender in order to reduce costs or improve services.

Eurostar Name Change - A Paris parcels delivery company, Eurostart, has won a case against the operators of Eurostar, claiming that the name had been copied. The French court gave the operators six months to find a new name for the train. SNCF are now considering lodging an appeal.

Pyrenèen Tunnel - Local authorities in France and Spain are to launch a feasibility study into a 50 km rail tunnel through the central Pyrenèes, somewhere south of Lourdes. The link would be designed for trains carrying complete lorries in order to relieve the coastal routes via Hendaye and Le Perthus.

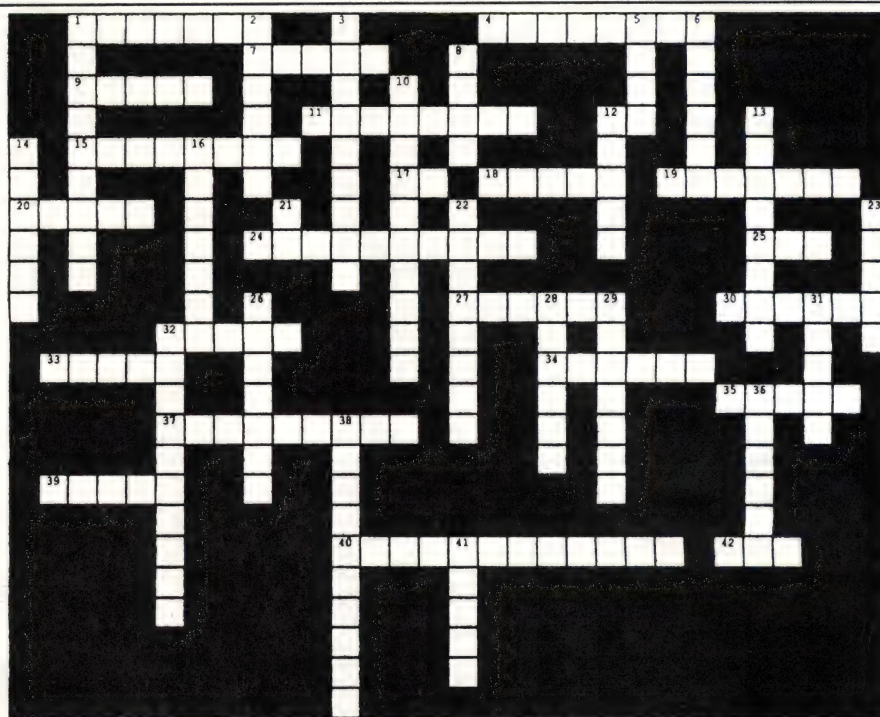
Austria's ministry of transport has decided to seek private financing for the 10 km Gloggnitz-Mürzzuschlag-Semmering tunnel. A private company would build the tunnel then levy charges on all passing trains.

The French government has approved a new law giving outside rail operators access to the SNCF network. SNCF will, however, remain as the sole manager of state-owned rail infrastructure, being responsible for allocating train paths, charging for use of tracks and approving new operators.

TGV TGV TGV

The first TGV to serve Italy has been created by the extension of a return Paris-Nice service to Ventimiglia. The service can be operated by standard TGV Sud-Est rake as Ventimiglia station is electrified at 1500 volts instead of the Italian 3000v dc.

GHB



RAILWORD - by Peter Jansen NSW

Across

1. Gravel
4. Car Carrier
7. Fraction Figure
9. Arrange Wagons
11. Controller
12. Western State
15. Dwelling
17. 4mm/f't
18. Measurement Factor
19. Boarding Point
20. Train Checker, Brakeman
24. Regulator
25. Eastern State
27. English Tank Engine
30. Link Over Water
32. Goods Carrier

33. Distance Between Rails
34. Successor To Steam
35. Early Rail Power
37. Means For Engine Redirection
39. Wheelset
40. Making Of Layout
42. Northern State

13. Overhead Lines
14. Indicator
16. Model Setting
21. 1:87
22. Raised Walk Between Tracks at a Station
23. Scale Representation
26. AMRA Newsletter
28. Section Of Model Layout
29. Landscape
31. Detailing Item
32. Giving Used Appearance
36. Underground Passage
38. Tracks Turning Off From Main Route
41. Double Line Of Metal Rails

- Down
1. Model Railway Foundation
2. Collection Of Rolling Stock
3. Rail Link
5. Aust Modellers Organisation
6. Model Display
8. D I Y Parts Collections
10. Railway Engine
12. Round Frame Turning On An Axle

THE POP VALVE!

Dear Neil

On reading the caption beneath the photograph on page 86 of JOURNAL No 227, I would like to say it is the first time that I knew that Victoria's 'S' class pacifics were fitted with Gresley's conjugated gear. Just because a locomotive has 3 cylinders, does not mean that it was fitted with that gear.

The only Australian locos I know with this gear are this state's 57s and 58s.

As for the photo on page 87, it is a conversion of a 45 ton bogie open wagon code 00.

I don't know what traffic it was built to carry. It may have been as general purpose or, more likely, Wonthaggi Coal. The writer of page 86 must be a fan of Gresley. The photo on page 85 is dark.

Jim Goodman
Waterloo, NSW

(Editor's Note:

Thanks to both Jim and Alan for these informative letters. But consider the story - definitely NOT apocryphal - of the 'nameless' retired senior VR engineer who, early in its visit to Australia, scoffed at the 'Flying Scotsman' as a 'heap of Pommie Rubbish'. However, when it was in Melbourne he was persuaded to clamber underneath No 4472. When he observed that it is fitted with conjugated valve gear identical to that of the VR 'S' Class Pacifics. Thereafter, his praise of English engineering was fulsome! Note also that the 58 Class did not share this feature. The valves for the centre cylinders of those monsters were chain actuated.

The model in the photo on page 86 happens to be mine - Ed)

(Managing Editor's Note:

In "A Century of Locomotives", the 58s were described as having a "rack and pinion" arrangement in place of the conjugating gear in the 57s. In Ken Groves "The Big Engines", a more detailed description of the 58 valve gear is described on page 31 and I quote "The Gresley conjugating gear was replaced by a new gear utilising an oscillating shaft in place of the long transverse (two to one ratio) lever. It was intended that the extension of the right hand piston valve operate a sliding rack gear which in turn would partly rotate the oscillating shaft by means of a spur gear. On the other end of the shaft was a segmental gear of double the pitch diameter of the spur wheel, driving another rack gear which gave the short transverse (one to one ratio) lever the same movement it had with the conjugating gear as fitted to the 57 class." If this sounds complicated, it was, and it was not very satisfactory in service, having a high failure rate. Also Jim, what about Victoria's H220? This was certainly a 3 cylinder loco. Did it also have Gresley gear?)

*No.
A Spanish System.*

The Editor
AMRA Journal
Dear Sir,

In the latest Journal (Vol 44, No. 227: Aug-Oct 1995) on p87 there is a photograph by Geoff Brown of a Victorian breakdown train wagon coded 6HH. Geoff asks for information about the wagon.

No doubt other modellers will have replied by this time; but if not, Geoff should look for an article by Allen French in Newsrail, Aug 1983, p204-205. This article was prompted by an earlier piece found in the VR Newsletter of Dec 1967.

In brief, 6 wagons were built in 1899-1902 classed Oo (Y?) and tried for coal loadings. They apparently failed to suit the trade and equipment practices of the time (considered too big!) and were converted to casualty trucks in 1912; later reclassified HH (HH?) in 1957. Pictures of 2HH and 4HH, as loco depot vans, accompany the Newsrail article; as well as an official VR picture of 60o in original condition.

Please pass this on to Geoff.

Alan Higgs
Western Australia

The Editor
A.M.R.A. Journal
Dear Neil

The Airey's Inlet C.F.A. unit is currently conducting several functions to raise money towards a second fire tanker for the community. The C.F.A. provides one, but, with the significant and recent growth of the area the Brigade has undertaken to raise some \$85,000 to purchase this second tanker. Thus we are putting on a 'Hobbies Exhibition' in the Anderson

Roadknight Hall, Great Ocean Road, Airey's Inlet 3231 on
Saturday 13 January 1996 from 10.00am to 6.00pm
and Sunday 14 January 1996 from 10.00am to 5.00pm
Refreshments available
Admission: \$4 Adult; \$2 Child (under 12); \$10 Family
Model trains, trucks, cars, dolls, lead lighting and more.

We would be very appreciative if you could include this in your next column.

Yours faithfully

Michael Lynch
Organiser

(In Victoria, C.F.A. stands for Country Fire Authority. Remember the Ash Wednesday fires, along the Great Ocean Road - Editor)

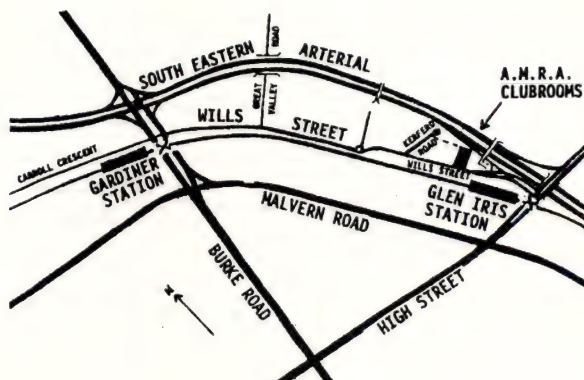
Managing Editor
Dear Sir

I received my membership card and a note reminding us to contribute to our Newsletter. So I thought I would. These photos are of the first paid consignment 'One Nation' train as it opened the new standard gauge line that passes through Geelong. It is 1 pm in the afternoon of Sunday 4 June; it was very thick with fog, even at 1 o'clock. Many cars lined the side of the track at Corio; people with videos, still cameras and just lookers (myself included). All shared in seeing a 'first'. It was all over in about 5 minutes, but it will live with me for a long time. Now I'm going to model the engines and first container for my layout.

Chris Anderson
Victoria



State News



President's Report

In many ways the past twelve months have been very satisfying. Much progress has been made on many of the projects underway around the Club Rooms. The top of the Great Wall of Glen Iris was extended and made level; Jack Treseder and the boys have done an excellent job, also the garden has been established. The concreting is progressing when and as funds and manpower are available. The main layout was named - it is now known as the 'Stonnington Valley Railway', while extensions are in the planning stages for completion when the new drivers stand, built during the year, is fitted out and the old drivers stand demolished. Two large showcases Jack built have been installed on the northern wall downstairs.

Unfortunately the outdoor layout was at a standstill for many months; the only temporary things progressing were the weeds, but a new direction has been taken and now it is all go - the weeds are gone. The temporary layout looked great on the open weekend with plenty of trains running. The open weekend was a great success, thanks to the organising group and the members who assisted over the weekend. The 95 Camberwell Exhibition was also a success - thanks to Neil Hambly and the Exhibition Committee and the members for their efforts.

The Daylighters are enjoying their activities. They are now meeting every Monday under the leadership of Graham Turner. They really do a tremendous amount of work around the Club Rooms. It is a great help for them to be able to use Graham's and Jack's tools to do the various jobs. Their efforts are very much appreciated by the COM.

I would like to thank the COM for their support over the last twelve months. I would also like to thank the members for their support and hope that they have had an enjoyable year and continue to do so. Remember it is you, the member, who makes our Association a success, so if you

have any suggestions on how to improve our Vic Branch, please don't hesitate to let the COM know of your ideas.

Bob Edwards
President

Branch Reporter

Social Meeting Held 10th August, 1995

New Members

Welcome to Rod Dunning?

Models/Items For Display, Commercial Rail Transport Models-Australia. - Inter Mountain kits.

N scale R-40-23 40 foot reefer, \$22.30 ea.

1937 AAR 40 foot boxcar, \$22.30 ea.

HO scale PS1 40 foot boxcar, 6 foot and 8 foot doors, \$24.00 ea.

PS1 50 foot boxcar, single and double doors, \$25.75 ea.

R-40-23 reefer, \$27.50 ea.

O scale 1937 AAR 40 foot boxcar, single and double doors, \$51.50 ea.

34 foot, two bay hopper, \$49.80 ea.

R-40-10 reefer, \$54.95 ea.

Models/Items For Display, Private

Neil Hambly - Clear acrylic travel poster display cases, ideal for photos, N scale models, etc. Available from Neil, gratis, not only that, free.

David Morrison - Scratchbuilt Baltimore and Ohio 85 foot steel passenger cars, shortened to 65 foot to suit Davids requirements.

Bill Secker - Obituaries from some newspapers and magazines on the passing of Eldon Hogan.

Geoff Brown - Article from the Diamond Valley News on a new model railway open to the public and operated by one Walter Stutchbery.

Questions from the floor

G. Nitz; what is happening with the concreting work? Answer, the matter is part of legal dispute which is yet to be resolved.

G. Nitz; what layout is AMRA putting into Camberwell next year? Answer, Kyneton, the layout will then be put into

long term storage.

Planned changes to Stonnington Valley Railway

Preliminary plans were displayed and Roger Lloyd answered a series of questions from the floor. Basic proposal is to have end to end operation, but with the provision of large fiddle yards to enable the operation of much longer trains. Work will be done over a period of 12 to 24 months. The operation of Stonnington will not be affected while this work is being carried out. Members will have a month to study and comment on the changes. A decision will be made by the COM after the next meeting.

Competition Results

Winner of last months photo competition was Bruce Race with a Night Scene at Albury, 78 points.

Winner of this months model competition was Jimmy Pearson with a Rio Grande GP35, 72.5 points.

Agenda Item - Show and Tell on the Stonnington Valley Railway

David Marsden - Three BL2's running in multiple. The locos have been modified with a circuit to control headlight operation on the lead unit only. Headlights on the other units will stay off while the locos stay coupled together.

Trevor Reeves - Scratchbuilt train of early Victorian and South Australian railways rolling stock, hauled by a VR Y class 0-6-0 locomotive, resplendent in green livery, also scratchbuilt. Loco features axle compensation and is fitted with a Portescap motor. Train make-up was 2 VR water gins, VR ABC combination first, second and guards coach, 2 SAR bogie coaches, (modified Roundhouse 50' Pullman cars), SAR horsebox and 2 VR 6 wheel horseboxes. A delightful little train. Ever thought of going commercial Trevor?

John Harry - A train of Victorian Railways W and E cars hauled by R766 "City of Bendigo" and assisted at the rear by a powered CE van. All models from the House of PSM.

Allan McKenna - Three U36c's, Made in China for Atlas, and ready to be fitted with plug-in digital control. Train was made up of the highly recommended Accurail grain hoppers.

Blair Westerman - A Hornby Flying Scotsman in final BR guise, fitted with double chimney and German style smoke deflectors. Train was composed of Bachman coaches.

Peter England - A recently completed GWR (wot else) 5101 class 2-6-2T with a train of beautifully finished Parkside ballast wagons of various types, such as Turbot, Grampus, Mermaid and Dogfish, plus a Shark plough van at each end. Poetry in motion. Loco group was built 1929-30 with No.5101 being scrapped in 1957. The locos were used mainly for banking and suburban passenger trains.

Stuart Westerman - A Lima HST125 in Inter-City livery, the train was run around the Stonnington Valley Railway at a scale 125 mph, whoosh.

Bob Edwards - A Lima V/Line B class modified with a mechanism from a Proto 2000 SD7. The train was made up of Powerline V/Line cars. A "how-to-do-it" article for Journal please Bob.

John Gardner - Spectrum Fairbanks Morse Baby Train Master (H16-44?) and GP30 with Powerline inspection car, Commonwealth Railways inspection car, (modified Athearn) and scratchbuilt Hammersley Iron track geometry car.

Alex Miller - Budd RDC-2 railcar, stainless steel finish, brass manufacture and purchased from The Model Dockyard.

Ross Pearson - Showed examples of the new Proto 2000 SD7, Athearn GP 60 and Kato GP 35.

Peter England - Showed two locomotives, British Railways Airfix 9F (modified) with Bristol chassis and Hornby powered tender. Second loco was a GWR 9400 class with a Lima body modified with Crowline parts and Comet chassis. This class of loco continued to be built after the Great Western became part of British Railways.

Blair Westerman - Bachman North Eastern J39, run straight out-of-the-box. Quote, without problems, as you would be expect with anything North Eastern, unquote.

Annual General Meeting held 14th September, 1995

Election of office bearers

Items raised at the AGM will be covered separately by the President and Secretary.

List of new office bearers

An interesting feature at the Victorian Branch Open Day was the continuous, automatic operation of the G scale trams on part of the outdoor layout. There were three stub terminal tracks at each end of the track, and five trams cycled through, in turn, from one end to the other. Photo PeterOgier

will be covered in the President's Report.

Social Meeting held 12th October, 1995

Meeting opened by Bob Edwards, who has been elected for a second term as Branch President.

Secretary for the evening was Robert Bogie, filling in for John Harry who was interstate on holiday.

Model Competition - 2 entries, winner was Jimmy Pearson with a modified Kato SW2, runner up was John Gardner with an outside braced caboose.

Photo Competition, from previous month.

Slide from Bruce Race of SRA 4903 on new western standard gauge line, 85 points.

Print from Laurie Bugeja of a wheat train on new western standard gauge line, 75 points.

Models for display - private.

Graeme Nitz, large prints done by a new copy company, Office Works.

John Sheppard - LGB cattle car with sound effects (moo moo), rock the car and the mooing gets more agitated. Just the thing to impress your neighbours on a Sunday morning.

John Gardner - CPR hopper car with a unique decal.

Stuart Westerman - Bachman British Railways, or should I correctly say, a London Midland and Scottish 2-6-2 Tank. This model performs well, and is regarded very highly by Stuart. Engine number is 41221.

Models for display - commercial.

Rail Transport Models, Australia.- A series of locomotive window sets from Run 8, those on display were, SD45-2, SD60M, GP60, GP60M, RS3, 9-44CW and Trainmaster.

From the E & C Shops were two types of Coalporters, for both N and HO scale.

Rail N' Thusiast - A catalog on all KD couplers currently available.

Items of Interest

Volunteers are required to help in the kitchen for Camberwell 96. Catering will

under new management, but assistance from members and or family will be most welcome. Please indicate on the roster what times you can assist.

Open Weekend and Camberwell - A reminder from Graeme Nitz, please keep in mind that there is a need to pack layouts and material away after these events. We need more than just "the few", in fact we need everybody. And it's not a matter of dump and run either, most, if not all items from exhibitions should be stored on the last evening.

Meritorious Award

This year the award was presented to Ron Polistena for service to the AMRA Victorian Branch over a number of years. Congratulations Ron.

Agenda Item

A slide presentation from members of Early Diesel Locomotives.

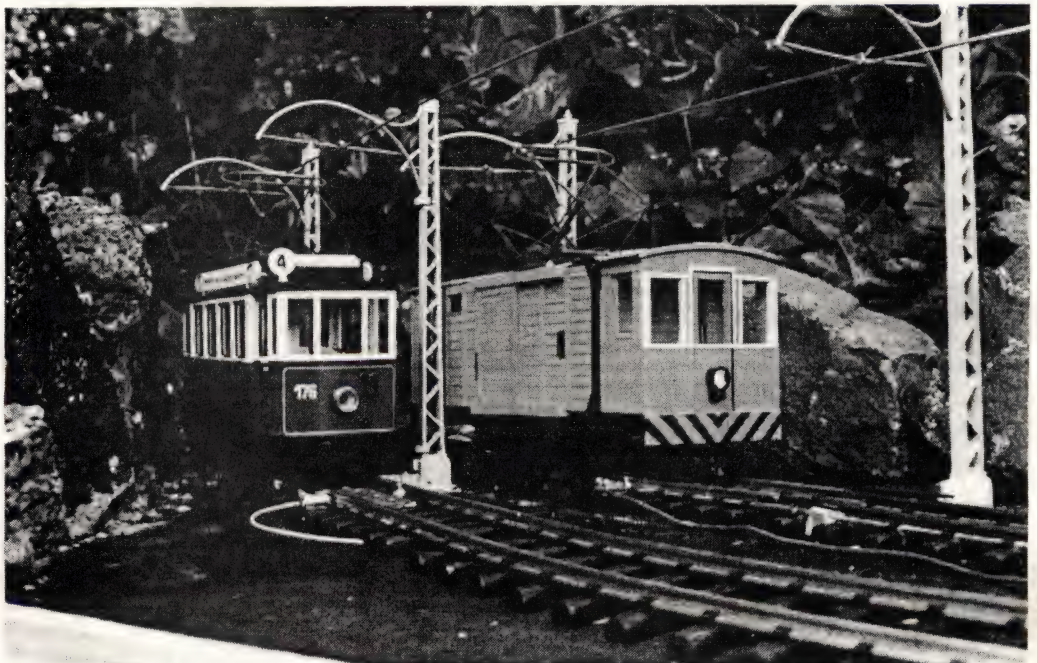
From the members who brought along slides for the evening, this was an excellent presentation. While some of the locos had pantograph-like fittings on top, most complied with the agenda title of Early 'non-steam' Locomotives. A great bit of nostalgia, thoroughly enjoyed by all present. Come on fellas, get into your slide boxes and make next year even better.

Geoff Brown

Answers to the Photo Query

Following on from our query in the last issue of Journal, three people rang me at home with answers, John Gardiner, Nick Mirless and another member whose name I have misplaced. Also I understand a couple of other people took the time to write to our Managing Editor. This is very pleasing, and I hope our Managing Editor can print a couple more photos that I left with him (*next issue...Managing Editor*). For those of you who did not have the answer, the wagon was originally built as class Oo. There were a total of six, and they were built from 1899 to 1902.

They were intended for the black coal traffic from the Korumburra area to



Melbourne. Remember a lot of industry at that time still relied on steam power to drive their equipment. The wagons were certainly ahead of their time with a capacity of 45 tons, but they fell out of favour with coal merchants because of the time taken to unload, usually resulting in demurrage fees being charged. Some of the wagons were modified to casualty vans in the early 1950's and stabled with breakdown cranes in country depots. One survives with the Castlemaine Maldon Railway.

Geoff Brown

Just a Thought

Recently John Gilmour showed me a model he had purchased of an Austrian Railways (ÖBB) 2050 class diesel-electric locomotive, (EMD G12 in disguise) manufactured by Lima. My first reaction was, why buy Lima? Obviously a throw back to my purchases of Australian outline diesels where I have spent a lot of extra dollars fitting mechanisms for reliable operation. On removing the body I was absolutely amazed to see a top-class mechanism. These are some of the features I noted, a large can motor mounted centrally in a substantial cast alloy chassis, large brass flywheels at either end of motor, universal pedestal drive to both bogies, all wheel drive, all wheel pick-up, no traction tyres and if this was not enough, there is included a package of parts which allows you to super detail your locomotive. Finish and painting is excellent, the locomotive is on a par with similar Roco products, and I am assured that modern Lima cars and wagons are made to the same standard. A nice touch that Lima includes is two pilots, one with a large slot for coupler movement and the other is solid to give a finished look to the front of the locomotive. The loco was purchased from a retailer in Austria and the landed price in Australia with all charges paid was \$140. My question to the Australian prototype modeller is, would

you be prepared to pay around \$175-\$200 for a loco built to a first class standard from Lima. Better still go to a hobby shop that sells European Lima and look at the difference. New European Lima is certainly worth considering.

Geoff Brown

Thank You Daylighters

How long is it since you have seen a reference in the monthly agenda of the next Working Bee! Yes it is many, many months, and why? The answer is quite simple, the Daylighters. All those jobs, large and small, are now part of the Daylighters work routine, and what a great job they do, under the guidance of Graham Turner. Mind you, it is not all work, just the first couple of hours, if required. The rest of the day is train operating, which was the whole idea in forming the Daylighters. So next time you are using the facilities at Wills Street, spare a thought for the efforts of the Daylighters, without their regular toil, the task of maintenance for the building would have to go back the Working Bee's. Are you prepared to give up your Sunday every two or three months for this? Once again, thank you Daylighters, your efforts are much appreciated.

GHB

A Word of Warning!

If you have been considering a trip to photograph those stations in Victoria that still have operating semaphore signals, tarry no longer. Already Sunshine station, that bastion of single, double and triple doll signals has succumbed to colour light signals. With the ongoing rationalisation of country stations the opportunities to see a variety of semaphore signals will certainly diminish over the next few years.

GHB

Is This the Future for State Railways?

It is surprising what you can pick up in some papers. Take for example The

Australian Financial Review, who would think that such an august sheet would have items of interest on railways, wrong! Hardly a week goes by without some article or two on current happenings in the rail industry. Of particular interest was an article on the 25th August, 1995 concerning reforms by the NSW government to end the monopoly of SRA on tracks in that state. Try and get a copy and read it. These changes are going to have a profound effect on rail operations in this country.

While business and the public are applauding these changes, there is concern by some people in the industry as to some possible outcomes. One is obviously safety by private operators, another is the drying up of orders for new locos and rolling stock. What state railway administration is going to invest in new equipment if the business is not there when your locos/wagons finally arrive. And if the current crop of private operators in the eastern states is any indicator, the attitude seems to be to use old hand-me-down equipment, cleverly disguised with a bright new paint job. The other question that has yet to be answered is, who pays for the clean up when the wheels fall off one of these privately operated trains.

More recently (The Age 21/9/95) there was a comment from the coalition's spokesperson on transport to the effect that once in government they would sell off the Federal Governments share in National Rail. Perhaps this would be a good thing, as those in private transport critical of NRC could then buy into the company. Perhaps a bit of put up or shut up.

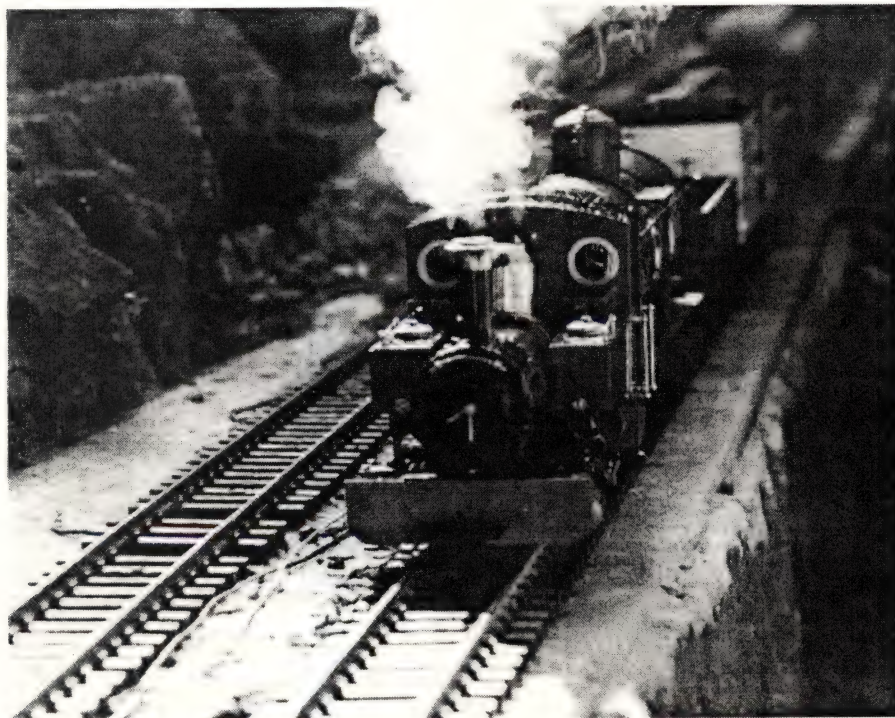
GHB

In The Shops

British Train Supplies at Brighton have most of the Carrs Model products in stock, this not only includes the special solders and fluxes, but also the full range of weathering powders. Speak to Josie. Incidentally if you want advice on how to use these weathering powders, talk to Peter England, and at the same time look at his rolling stock. This should convince you to at least give it a try.

The Branchline at Croydon have available the latest additions to the Lima range of Australian models, including the re-introduced V/Line VOCX wagon, which unfortunately still includes that moulded logo plate on each side. In addition they have the range of Poly S paints, Detail Associates parts, Evergreen products and North Eastern timber shapes. Also Branchline has an excellent repair and painting service. After having a couple of my early brass 50 class locos revitalised I can recommend the service, both from price and quality of work. Talk to Steve, you will be pleasantly surprised.

Geoff Brown



This view of the of the G scale outdoor layout was also taken at the recent Open Day.
Photo Peter Ogier

Just A Rumour

Have you heard the one about the Railway Museum at North Williamstown being shifted to No.2 Shed at Melbourne Freight Terminal. No!, well apparently V/Line Freight who currently occupy this site are going to Dynon Feight terminal at the end of this year. It seems our Minister for Transport was looking at the area in July and was heard to say, as politicians are wont to do, "this would be a great place for a transport museum". For once I am inclined to agree with him. Number 2 Shed, if this is going to be the site, is BIG, and would be ideal as a transport museum. Also being close to the Central Business District of Melbourne the number of people, particularly from overseas would be substantial. Let us hope that for once our political leaders get it right.

GHB

Library Notes

It seems ages since I last sat down to the word processor, to write this column. It would be nice to think that you missed it. It also seems some time since I went looking for new books for the Library, and I find that some I would want are already out of stock. Still, I'll catch up.

Greg Edwards has for long been a part of our modelling life, and his Data Sheets have been blessed by scratch-builders and kit-bashers alike. He has now published what may well be his most popular title: *Trackwork Manual*. It includes fold-out diagrams, to HO scale, of the most useful points, crossings, you name it. Photocopied, they provide the perfect templates for hand-building those points etc.

But there's more to come. There are diagrams for throw-over levers, check-rails, buffer stops, chairs for point-rodding, ballast, embankment and cuttings profiles. Whether we just want our layouts to "look right" or are prepared to model in the most finicky detail, this will be a basic reference. It's even spiral bound, to open more easily on a photocopier!

Another book that should have been a delight, but which I found thoroughly frustrating is Leon Oberg's *Motive Power*. To begin with the title, that is misleading: it deals only with diesels - no, it does have a chapter on Queensland's electrification, but not any of the other states. It has a chapter on the private railways, but in fact hardly mentions any other than the cane lines. The Light Railway Research Society of Australia provides many examples just as interesting. It is arranged as a history of the various manufacturers' diesels in Australian railways, and though it's interesting to read of the modifications various models were subjected to, it's just impossible to find the particular class you want to look up. There's no index by loco class, and the general index is of that infuriating type, presumably computer-produced, that consists of the subject word and a string of page numbers (up to 19, I found) without any indication of what the particular references are about. Quite a lot of photos, some useful ones in colour, and I have to concede that it's nicely

produced, by Kangaroo Press. The concession, though, is through gritted teeth.

A more useful, if much more humble book will appeal to English modellers of a certain era. It's *Model Railway Constructor's Model Drawings Reference Book*, which in fact is an index of drawings that appeared in the main English periodicals between 1979 and 1985. Useful and unpretentious.

Back to Australia, specifically New South Wales. The first of a new series from Gresley Press is *Modern Rail Portfolios - No 1: New South Wales*. Well-produced in A4 limp-cover format, it is a collection of excellent colour photographs, almost, but not exclusively of trains with a brief introduction to each section and an informative, non-smart-arse, caption to each shot. Wonderful for liveries, and for weathering details.

Eveleigh Press' *Byways of Steam* has apparently proved popular, as I come back to earth to find that they are now up to no. 9. The usual mix of personal reminiscence and local histories, with interesting photos from earlier days. Good, easy reading, and valuable in giving an insight into the sort of life the railwaymen lived, and not too many years ago. That keeps coming as a shock to me.

Coming much closer to home, it's delightful to receive *Ten Years Down the Track*: The story of the first ten years of the Croydon Narrow Gauge Group. Many of the players will be known to our members, and most of the problems they met and overcame will be equally familiar. It's well produced, within the limits of offset printing, but I have one quibble. There are lots of photos, but they are too small and not distinct enough to do justice to the wonderful standard of modelling the Group has achieved. Frustrating. Anyway, it should encourage everyone to visit the exhibitions where they are showing, and see for themselves. And here's to the next ten years!

Brian Southwell
Librarian

Willsland at Camberwell

With the Camberwell exhibition fast approaching, now is the time to go through your equipment to sort out those unwanted items from your collection you wish to sell at the exhibition.

Bill Morehouse our Willsland manager who has been doing an excellent job both at the Club Rooms and the exhibition for a number of years will shortly be accepting items for sale at Camberwell. To make Bill's job easier, remember no last minute rush of goods please, as the paper work has to be done and the goods numbered prior to the exhibition.

Bob Edwards
President

Programme

Social Meetings are held at the clubrooms on the Second Thursday of each month, commencing at 2000 hours. The clubrooms are open at 1930 hours for operation of your HO trains on the club

layout prior to the meeting.

Timetable operation of the club layout is held on the First Sunday and the Saturday following the Social meetings, of each month commencing at 1300 hours, and on the Third and Last (from 23rd February) Fridays of each month, commencing at 1930 hours. If you wish to operate your own rolling stock at timetable sessions they must be fitted with Kadee couplers and you must be at the clubrooms at least ½ hour before starting time. Junior running days are held on the Second Saturday after the Social meetings, or on selected Wednesdays during school holidays, of each month commencing at 1000 hours.

Daylighters are retired people and anyone else interested in maintaining the clubrooms and operating the layouts, and they meet on each Monday at 0930 hours.

Entries in the Photographic and Modelling Competitions are judged at the Social Meeting each month. There is no limit to the number of entries you may submit. However, only the slide or print gaining the highest number of points on a given night or the model gaining the highest number of points in a "standard category" will be credited to the entrant's aggregate score within a Division. A \$20.00 order on participating hobby shops is awarded for the Best Model each month, subject to there being more than one entry received. Trophies will be awarded in both competitions - Photographic when the winner's three highest scores within a Division are for three different photographic subjects; Models when the winner's aggregate score includes entries in at least three of the "standard categories" within a Division for models.

Photographs of prototype & models are judged in two divisions

- (a) Slide
- (b) Print/Enlargement

Models Are Judged in Three Divisions

- (a) Open - (scratchbuilt or modified commercial model)
- (b) Australian Produced Kit
- (c) Any Other Kit

They may be entered in one of the following "standard categories".

- (i) Motive Power
- (ii) Passenger Equipment
- (iii) Freight Cars
- (iv) Maintenance of Way
- (v) Permanent Way
- (vi) Structures
- (vii) Dioramas

Note - Scheduled activities are not held on Public Holidays.

Changes to this Agenda will be announced at Social meetings and printed in State News of Journal. Alternatively you may telephone John Harry (Secretary) (03) 9570 4406, or the organiser of the specific activity for up to date information.

All meetings, unless otherwise stated, are held at the clubrooms 92 Wills Street, Glen Iris 3146. (Melways ref 59 H7) and there is adequate parking in the railway carpark opposite.

For all meetings other than Social Meetings access to the clubrooms will be via Kerford Road (200 metres west of

clubrooms) and the lane to the rear of the property.

January 1996

- 7 Sun 1330 Timetable Operation U.K. prototype (General)
8 Mon 0930 Daylighters
11 Thu 1930 Running Night - No Meeting
13 Sat 1300 Timetable Operation B.Y.O. train
15 Mon 0930 Daylighters
17 Wed 1000 Junior Running Day B.Y.O. train
19 Fri 1930 Timetable Operation U.S.A. prototype (Pre 1950)
22 Mon 0930 Daylighters
29 Mon 0930 Daylighters Timetable Operation - BYO train

February

- 4 Sun 1330 Timetable Operation Australian prototype (General)
5 Mon 0930 Daylighters
8 Thu 1930 Social Meeting - Modellers' Musings - Model - tandard Categories Photo - Preserved Diesel
10 Sat 1300 Timetable Operation B.Y.O. train
12 Mon 0930 Daylighters
16 Fri 1930 Timetable Operation U.S.A. prototype (Western 1960/1970)
17 Sat 1000 Junior Running Day B.Y.O. train
19 Mon 0930 Daylighters
23 Fri 1930 European Running Night General - Era 3/4/5 (1945 to present)
26 Mon 0930 Daylighters
29 Thu 1930 Clinks - Graeme Nitz - Basic Layout Design

March

- 3 Sun 1330 Timetable Operation U.S.A. prototype (General)
4 Mon 0930 Daylighters
7 Thu 0800 Setting up Exhibition
8/11 Fri/Mon Exhibition at Camberwell Centre
An entrance fee will be charged if your name is not on the Duty Roster
14 Thu 1930 Social Meeting - Guest Speaker: DigiTrax - Model - Standard Categories Photo - Great Northern Locomotive
15 Fri 1930 Timetable Operation Australian prototype (General)
16 Sat 1300 Timetable Operation B.Y.O. train
18 Mon 0930 Daylighters
23 Sat 1000 Junior Running Day B.Y.O. train
25 Mon 0930 Daylighters
29 Fri 1930 European Running Night Dutch - Era 3/4/5 (1945 to present)

April

- 1 Mon 1000 Daylighters
10 Wed 1000 Junior Running Day B.Y.O. Train
11 Thu 1930 Social Meeting - Show your Train on the Stonnington

- Valley layout - Model - Standard Categories Photo - From the Viewing platform at North Melbourne
13 Sat 1300 Timetable Operation B.Y.O. train
14 Sun 1330 Timetable Operation U.K. prototype (General)
15 Mon 0930 Daylighters
19 Fri 1930 Timetable Operation U.S.A. prototype (General 1970 to present)
20 Sat 1930 Ladies Night Da Leo's Trattoria Bistro
22 Mon 0930 Daylighters
26 Fri 1930 European Running Night German - Era 3/4/5 (1965 to present)
29 Mon 0930 Daylighters Timetable Operation - BYO Train

May

- 5 Sun 1330 Timetable Operation All Australian prototypes
6 Mon 0930 Daylighters
9 Thu 1930 Social Meeting - John Gardner: Film night - Model - Open Standard Categories Photo - XPT in Victoria
11 Sat 1300 Timetable Operation B.Y.O. Train
13 Mon 0930 Daylighters
17 Fri 1930 Timetable Operation U.S.A. prototype (Western 1950/1960)
18 Sat 1000 Junior Running Day B.Y.O. Train
20 Mon 0930 Daylighters
27 Mon 0930 Daylighters
30 Thu 1930 Clinics - David Marsden - Electronics - Model Trains
31 Fri 1930 European Running Night Austrian - Era 4/5 (1968 to present)

June

- 2 Sun 1330 Timetable Operation U.S.A. prototype (General)
3 Mon 0930 Daylighters
13 Thu 1930 Social Meeting - Auction Night - Model - Standard Categories Photo - Railway Staff at Work
15 Sat 1300 Timetable Operation B.Y.O. train
17 Mon 0930 Daylighters
21 Fri 1930 Timetable Operation All Australian prototypes
24 Mon 0930 Daylighters
28 Fri 1930 European Running Night Steam Era 3/4 (1945 - 1968)

July

- 1 Mon 0930 Daylighters
3 Wed 1000 Junior Running Day B.Y.O. Train
7 Sun 1330 Timetable Operation U.K. prototype (General)
8 Mon 0930 Daylighters
11 Thu 1930 Social Meeting - COM Slide Night - Model - Standard Categories Photo - Signal on a wooden post
13 Sat 1300 Timetable Operation B.Y.O. train
15 Mon 0930 Daylighters
17 Wed 1000 Junior Running Day B.Y.O. Train

- 19 Fri 1930 Timetable Operation U.S.A. prototype (Eastern 1960/1970)
22 Mon 0930 Daylighters
26 Fri 1930 European Running Night Swiss - Era 4/5 (1968 to present)
29 Mon 0930 Daylighters Timetable Operation - BYO train

Activity Organisers

- Layout Manager Lawrie Bugeja (03) 9873 5846
Stonnington Valley Layout Coordinator Alan McKenna (03) 9547 6864
European Running Night Coordinator Robert Bogie (03) 9560 5827
Australian Prototype Coordinator Alan McKenna (03) 9547 6864
U.S.A. Prototype Coordinator Graeme Nitz (03) 9857 4707
U.K. Prototype Coordinator Peter England (03) 9598 8665
Junior Running Day Co-Ordinator John Gardner (03) 9885 7221
Daylighters Convener Graham Turner (03) 9795 2962
Competition Organiser Trevor Reeves (03) 9889 1596

N.G. Convention

The Managing Editor,
Australian Model Railway Association Journal
Dear Sir

A Narrow Gauge Convention to cater for both modellers and enthusiasts is being organised to be held in the eastern suburbs of Melbourne on Saturday, 6 and Sunday, 7 of April, 1996 during the Easter Weekend. Expressions of interests are being called from people who would like to attend this convention. They are asked to contact the Convention Secretary at 194 Booran Road, Glenhuntly, Melbourne, Victoria, Australia, 3163 and are invited to suggest topics for discussion or ideas for the convention. The organisers would like to hear from:-

People who would like to attend;

People willing to present discussion topics or practical workshops at the convention; People willing to help with the organisation;

People with narrow gauge layouts which they would make available for layout tours or display at the venue; and

Traders who would like a commercial stand or conduct a demonstration of the narrow gauge items they cany.

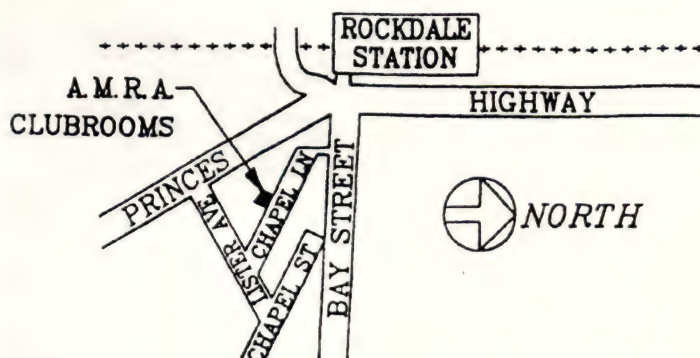
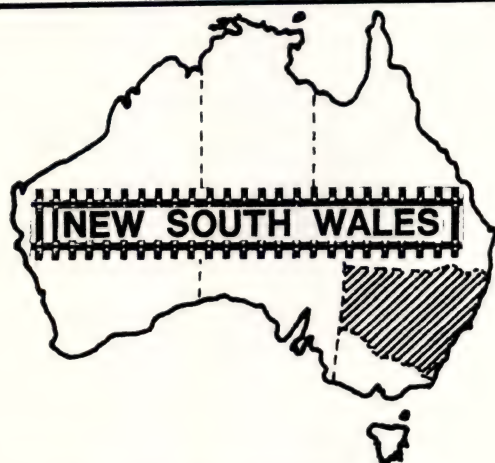
The information collected will help the organisers present a convention that should be of interest to the greatest number of narrow gaugers. A mailing list will be produced and respondents will be contacted as more information and details are arranged.

Yours sincerely,

Grant McAdam

Convention Secretary

ALL SCALES - ALL GAUGES - FROM Nn3 TO G
Hosted by the Croydon Narrow Gauge Group Inc



Rockdale Ramblings

Been There , Done That

August 5th : Layout Design Forum .

My approach to this clinic changed direction very rapidly about two weeks before the event, following a detailed list of queries mailed in by Robert Merrick, who had raised the idea of this clinic. We went right back to basics, so far as track work and track formations are concerned and worked our way up from the road bed.

Has it ever occurred to you that a scissors crossover and a double slip serve the same basic purpose, each input track has two output tracks available. The major difference being that the scissors crossover is normally applied to double track, while the double slips are applied to intersecting tracks and require less length to fit. The main feature of a "Y" point is its ability to reach the clearance point in the minimum linear distance, without excessively sharp turnouts i.e. a no. 4 "Y" point is equivalent to the left and right branches of two overlaid No.8 points.

We finished off with mention of the Railway Dept's strip maps and signalling diagrams and the design philosophy behind the new Exhibition Layout.

August 11th :- Monthly Modelling Clinic.

Although we were missing the Laurie and Al show, we had about 8 - 10 members working on various modelling projects, among them, Bill Cox with his accurately scaled pallets, with and without loads and his meticulously assembled gates to hold them on an open container.

August 19th :- Annual Dinner.

Just for a change, this was held at the Rockdale RSL Club, where we booked a private room, with service, so that all who attended could enjoy themselves without having to pause for such things as serving meals, clearing tables and washing up, although Ross Moar got close to calling for washing up "VOLUNTEERS", when Jack Parker failed to turn up with the cheque. (Not intentional - Jack got involved in some loose shunting on the way home from delivering our newly acquired photo - copier and lost his head lamps)

Thanks to June Larmour and Ross Moar for arranging the venue and the menu and also to Ed Hogan, for finding another name at the bottom of his "Guest

Speakers" bag. Victor Poljanski, State Rail Archives Officer gave us an interesting talk on the activities of the Archives Section, along with some tips for Bob Poole as to how to deal with excess quantities of magazines from our library. Victor closed with the request that modellers and enthusiasts should use the Archives as much as possible, to assist with the cost recovery and hence continued existence of the Archives Section. One point of interest that Victor mentioned, was the fact that the Archives Section only came into being in 1955, as a result of the decision that all the information that had been dug out from various places, as a part of the NSW RAILWAYS CENTENARY Celebrations, should be located at one central point, instead of again being disbursed to One Thousand and One, Pigeon Holes and Files.

August 25th :- Slide Night.

John Stormont treated us to a selection of slides, covering his time of employment at Sydney West Box, covering the time of change, from all steam to all diesel and electric motive power in and out of CENTRAL STATION, with the odd items up and down the DARLING HARBOUR BRANCH, which, by the way, is the oldest branchline on the NSW RAILWAYS, or whatever name is currently in use.

September 23rd :- Visit to Macarthur District MRC.

Unfortunately this trip had to be called off as the sanitary arrangements at their new clubrooms, located on MENANGLE STATION still leave much to be desired. Those who were members of NSW Branch in the early days of ROCKDALE know all about "Go before you come, 'cos you can't go 'till you've gone". Keep an eye on the Programme, we should make it out there some time in 1996.

September 30th - October 1st :- SYDNEY MODEL RAILWAY EXHIBITION.

Although the Sunday attendance was a bit on the light side, attendance was fairly good on Saturday and Sunday, although we did feel the loss of income from not being able to operate the Nibble Bar ourselves this year.

All in all, a successful EXHIBITION and a real credit to Ross Moar and his small band of helpers.

By way of appreciation, the COM holds a Workers Only Sausage Sizzle, at the close of the Post Exhibition OPEN DAY. Please remember, it is the income from OUR Ex-

hibition, that keeps the doors open at ROCKDALE. If YOU want to continue to enjoy the use of the CLUBROOMS, volunteer YOUR assistance for the 1996 Exhibition and you too will be invited to the Sausage Sizzle.

On behalf of the COM, I would like to express my thanks to Ross and his WORKERS, June Larmour and All of our LADIES who looked after the Exhibitors catering and a special word of thanks to our newly discovered truck driver, Ian McLeod, who was able to step in when Alan Tonks was unable to persuade his employer to let him off on the Friday. To those members who did not assist, I can only remind you of the words of PACIFIC POWER. "Many Hands Make Light Work" - some of our workers could use a lighter load, then they may even get to see the Exhibition. Many Members from other Branches passed through the Exhibition this year, but Dot and Jack Tressider, as usual, helped in the kitchen and passed out the tea and coffee.

The results of the various competitions held at the EXHIBITION appear below.

Best Commercial Exhibit : AR KIT CO. - RODNEY JAMES.

Best Australian Prototype Layout (Private) : SYDNEY TRAMS - STEPHEN WRIGHT and BOB CHRISMAS.

Best Australian Prototype Layout (Club) : WARRATOO - NSW MRC.

Best Non - Australian Prototype Layout : CLINCHFIELD RAILROAD - SOUTHERNHIGHLANDS N SCALE GROUP.

Best Model Railway Layout : WARRATOO - NSW MRC.

Exhibitors' Choice : Presented in conjunction with MACARTHUR MODEL RAILWAY CLUB INC.: STOCKINBINGAL - WAGGA WAGGA MRC.

Runner up : KYLE OF LOCHETHAN - COL ROUGH.

Most Popular Exhibit, by Public Vote : FANTASYLAND - JOYCE and PHIL BRADNEY.

Runner up : STOCKINBINGAL - WAGGA WAGGA MRC.

SPECIAL AWARD : HISTORIC LOCOMOTIVE DISPLAY - THE NORTHERN RAILWAY COMPANY.

Our Judges awarded a HIGHLY COMMENDED to STOCKINBINGAL - WAGGA WAGGA MRC.

MODELLING COMPETITION.

Scratch Built Loco : no competition.

Kit Based Loco : 49 class - BILL COX.

HO
Joint Runners up : Round Top 36 Class -
IAN HEATHER. HO
Crane Tank Loco - KEITH KING. N
Scratch Built Rolling Stock : SV Sheep Van
- KEITH CUTLER. O
Runner up : Private Owner Tank Waggon
- KEITH CUTLER. O
Kit Based Cutting Stock : NQUF flat wag-
gon with load - BILL COX. HO
Runner up : CV covered van - JAMES
PERCIVAL. HO
Scratch Built Structure : Community Hall
- PETER TONKS. N
Runner up : Timber Trestle - CRAIG
MOORE. HO

In conjunction with the AMRA Awards,
the NSW Branch is proud to have the fol-
lowing AWARDS made at the Sydney
Model Railway Exhibition.
IRON HORSE HOBBIES AWARD :
WARRATOO - NSWMR.
SYDNEY N SCALE MODEL RAILWAY
CLUB INC.. -
BEST N SCALE MODEL RAILWAY :
SANKEY BRIDGE - MARTIN ASTLE.
THE HANNAH KELLY AWARD for
BEST AUSTRALIAN SCENERY ON A
LAYOUT : WARRATOO - NSWMR.
Runner up : STOCKINBINGAL - WAGGA
WAGGA MRC.
THE PRESIDENT'S CUP - A MODEL-
LERS' TROPHY with small cash award,
as my personal means of encouraging
MODELLERS - Presented for BEST OF
SHOW in the MODELLING COMPETI-
TION. Awarded to BILL COX for his
NQUF flat waggon with load.
Runner up : JAMES PERCIVAL, CV van.

This is the first time in the five years
that I have presented this Trophy, that the
Winner, or Runner up have been members
of the NSW Branch. It is a gratifying re-
sult for our modelling clinics. The growth
of Bill's modelling ability over the last few
years has been a pleasure to observe. As
for James' result, what can one say? There
should be a very proud pair of parents out
there, as well as a couple of proud mem-
bers who have been giving James every
encouragement. I'm sorry my wallet didn't
stretch to a small cash award for Runner
up as well, but Mr. Footplate got there first.

Phil Kelly

Programme

December 1995.

Saturday 2nd Layout Operations
General, including a one
hour demonstration of
Scenery Materials by Ian
Conway - Powles. Followed
by our CHRISTMAS
BUFFET. \$10. 00 per
person. LUCKY DOOR
PRIZES TO BE WON.
Friday 8th Monthly Modelling Clinic.
Saturday 9th Sale of items from Bob
Wardrop's collection.
Saturday 16th Layout work day All
Layouts.
Friday 22nd Layout Operations.
Saturday 30th Layout Operations.
January 1996.
Saturday 6th Layout Operations.

Friday 12th Monthly Clinic. Layout
Operations.
Saturday 20th Open Day.
Friday 26th Layout Operations.
February 1996.
Saturday 3rd NSW Branch AGM.
Friday 9th Monthly Clinic, Plus
Layout Work Night.
Saturday 17th Members' Auction. All
goods to be booked in by
2.00 pm.
Friday 23rd Layout Operations.
E&OE Keep an eye on the NOTICE
BOARD in case of alterations or additions.

Branch Diary

SATURDAY 20/5/95 - SPECIAL GEN-
ERAL MEETING plus COUPLERS
CLINIC: Attendance of 25 members was 4
short of a quorum for a General Meeting,
therefore what was expected to be a short
meeting had to be held over, as per our
Constitution. Whilst Alan Tonks was set-
ting up for the HO component of the "Cou-
plers in O, HO & N" clinic, a lively discus-
sion was held regarding the upcoming O
Gauge Mini-Convention (Open Day?).
Alan proceeded to demonstrate the assem-
bly and applications of three types of
"Kadee" coupler: the ever popular No.5;
the No.16, with long shank & small curved
back box; and the three quarter size
No.711, particularly suited to the 900 class
DEB set demonstrated. David Bennett
showed the two basic styles of coupler
available for N scale - the "Kadee" knuckle
and the "Arnold-Rapido" hook, which is
found on the vast majority of RTR stock.
Other options detailed were Z scale Kadees
or dummy knuckles. On display was a se-
lection of bogie and body mounted exam-
ples, followed of course by the inevitable
discussion on the relative merits of each!

Norm Read closed the clinic with de-
tails of the manufacture of the O gauge
"chopper" coupler, at a glance similar to
the Triang-Hornby HO type. Other O
gauge couplers in use include the dummy
knuckle and a dual finger type first seen
by Norm at (developed by?) O Gauge
House. Thank you to the three presenters
for displaying their wares, and also to Alan
for making his video camera available so
that all could see exactly what was happen-
ing on the "big screen".

FOOTNOTE: The Special General
Meeting was eventually held on Saturday
3rd June, immediately preceding the Auc-
tion. As expected, very little time was taken
to pass the resolution as described in "Jour-
nal" #225, viz:

Social Events at Rockdale:
Adult Members - \$2
Student Members - \$1
Work Days: all \$1
Exempted from Fee:
all AGMs
Open Days
Committee Meetings.

FRIDAY 28/7/95 - HOST HILLS
MODEL RAILWAY SOCIETY: On a chilly
winter's night 16 HMRS members came to
Rockdale to join 25 AMRA members (well,
we're all AMRA members actually!) in a
pleasant evening of social interaction.

More Hills visitors were expected, but af-
ter a successful exhibition the week before
some were feeling a bit washed out. Con-
sideration will be given as to the date of
next year's visit I'm sure. All layouts were
in operation, with one star pupil standing
out - Kathy Hobbs at Trainsville on the O
gauge layout. You are most welcome
anytime! (Sorry if I got your name wrong.)
Alan Tonks' "AMRA Off The Beaten
Track" video series kept all entertained
with its record of our visits to various places
over the last two years. We all look for-
ward to our next interclub visit - Macarthur
District at Menangle on Sept. 23rd - and to
the Hills again early next year. - GP

Visit to Richmond Vale Railway Museum

Sunday 6th August saw 15 people board
a Mini-bus at Rockdale for the 2.5 hour trip
to Richmond Main, near Newcastle, to visit
the Richmond Vale Railway Museum
(RVRM). The museum is the custodian of
four ex South Maitland Railways 10 class
2-8-2T's which are used on regular tourist
trains hauled along part of the now closed
but restored Richmond Vale Railway. Also
in the collection is a number of ex NSW
Railways passenger and goods vehicles; ex
coalfields four wheeled coal hoppers and
brake vans (what's a brake van!!!); ex BHP
diesel locomotives; an example of a Brit-
ish Railway Operating Division (ROD)
Locomotive which was built around 1911;
and, presently undergoing complete resto-
ration, is the personal carriage of Mr. John
Brown who was the owner of the railway
back in 1927. After a good trip along the
Freeway from Sydney the museum was
reached well before the first train of the
day departed. In steam on this day was No.
24 and most of us couldn't wait to jump
aboard.

A few of us decided to shoot some video
footage instead and I paid for my decision
to do so as the rear end of my jeans gave in
(talk about red faces!!). What had started
out as a fine day soon turned to yuk and it
was decided that we had better warm up
the bar-b-que in case it started to rain.
David Bennett and his group had arrived
by now and their bar-b-que was started
immediately and was a "roaring" success.
By this time the train had arrived back and
without too much prompting everyone de-
cided to have lunch. After lunch the group
split up and while some enjoyed the sight

A Sale of Model Railway
Equipment from the late
Robert Wardrop Collection.
Items from all the well known
manufacturers, quite a lot in
original boxes, some kits
partly assembled, but no
brass locos. The SALE starts
at 2pm Saturday 9th Decem-
ber 95 at NSW Branch
Clubrooms.

and smell of rail travel behind locomotive No. 24, others walked up to the locomotive depot to inspect the almost completed raised locomotive servicing track and locomotive No. 25 which was being repaired.

Some of the others were taken on a guided tour of the whole complex by a museum guide which included the newly completed workshop which has been faithfully restored complete with working line shafts in the roof space and John Brown's carriage. Fortunately the rain stayed away and the cameras were clicking and whirring throughout the rest of the afternoon. It would appear that the last train of the day is run only if required and our group was asked if it should be run or not. No prizes for the answer!!! Everyone climbed aboard and down the track we went to the current terminus of Pelaw Main which still shows signs of the coal mining days. Plans are well advanced for the next stage of the line's restoration which will take the Museum approximately 4 kms North West to the town of Weston which was the junction of the South Maitland Railway and Richmond Vale Railway tracks. Upon return to Richmond Main everyone collected their belongings and boarded the mini bus for the trip home.

Since it had been 2 years since our last visit to RVRM a lot of progress in restoration and rebuilding was noticeable and various ideas were put forward as to what we could expect to find in 1997, which should be our next visit. Talking of "next", by the time you have read this we should have spent a weekend away at Cowra where the Lachlan Valley Railway Society restores ex NSW steam and diesel locomotives and rolling stock; and also hauls wheat hoppers on a contractual basis for the State Rail Authority. In closing I would like to thank everyone who supported the outing and came along on the mini bus and had a good day out. AT

OPEN DAY

Saturday 21st October

On a wet, miserable day, 92 Honorary Members and 47 Members signed the attendance book at our bi-annual Open Day. On display were 4 layouts being the O gauge layout, the fixed HO gauge layout, the modular "kiddies" (big and small) HO gauge layout and the N gauge layout. Branch members were on hand to offer advice to the newcomers to the hobby as well as sign up a few new members. Some members were also happy to have our visitors operate their trains on the HO layouts.

Once again the ladies did a sterling job in serving food and drink all day. All up another successful Open Day for the branch.

Exhibition Workers

Sausage Sizzle

Saturday 21st October

At the conclusion of the Open Day only AMRA Members who had given their time to work at the October Exhibition stayed on for a sausage sizzle. This event has become an annual event by the C O M and

Exhibition Manager to thank our band of exhibition workers, some who even take annual leave so that they are able to help. Branch President Phil Kelly made a short speech thanking everyone for their help and added that more members who can give some time next year would be appreciated. Unfortunately the slide show organized for afterwards terminated when the slide projector failed. Once again thanks must go to the ladies for providing us with plenty of food and drink and to the sausage sizzles.

SEE YOU ALL AT THE 1996 EXHIBITION!! AT

Surprise-Surprise-Surprise The 80th Birthday Party For Norm Read

Saturday 12th August was a great day for me. Due to branch President Phil Kelly being at another function I was to be master of ceremonies at a surprise birthday party for our Federal Registrar Mr. Norman Read B.E.M.

Unbeknown to most of us June Lamour had been organizing "something" for Norm's 80th birthday with help from his family. While Norm made his usual visit to Queensland for the AMRA Exhibition the folks at Rockdale were made aware of what was going on and to keep it quiet.

Meanwhile plans were also being laid as far away as Wagga by Norm's family. So to the big day, how do you get Norm to Rockdale on a non meeting day?? Norm was told that some of the "Wednesday Workers" wanted to have afternoon tea with him as it was a special occasion. Norm duly turned up and thought that they had gone over board with the balloons by the front door. Well, in strolls Norm complete with Shay loco to calls of "Surprise" and "Happy Birthday" and the main hall of the club-rooms decorated with streamers, balloons and "Happy Birthday" greetings. What a sight, the look on Norm's face must have been a just reward for June and her helpful husband Graham.

After I had welcomed our visitors and members, Graham Lamour read out apologies from those who were unable to attend and also presented Norm with a number of Birthday cards. The microphone was then turned over to Norm for some words of thanks and in his usual way a couple of stories were told. Things then settled down after a while with Norm talking and reminiscing with his friends.

Meanwhile behind the scenes some of us were preparing for surprise no. 2. While Norm chatted away in the clubrooms, outside in the car park, twenty three of his relations were gathering, some had never even met.

Norm in drag! This photo was taken at another 80th Birthday party for Norm, with friend or relative. Mike.

Phot Graham Lamour

And so while Norm was preoccupied with talking, in came his family one after the other and boy that was a surprise to Norm. I have never seen such a look of amazement on Norm's face in all the years that I have known him. It was simply fantastic.

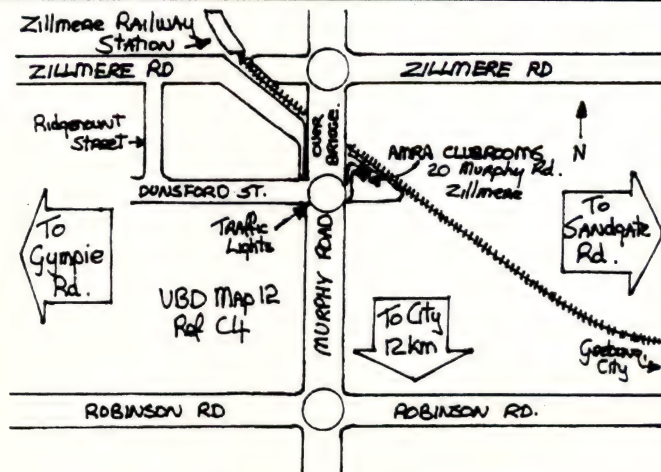
After Norm had greeted all of his family it was my pleasure to formally welcome everyone and introduce our guest speakers who were: Mr. Brian Tyson-Federal President -AMRA, Mr. Alan Tonks-NSW Branch Vice President-AMRA, Mr. Jack Treseder-Representing AMRA Victoria, Mr. Allan Brown-Editor of The Australian Model Railway Magazine, Mr. John Saxon-Representing the NMRA, Mr. Ross Stell-Representing the SCMRA and Mr. John Shields-President-Sydney Model Railway Society.

All of our guest speakers were able to tell a tale or two about their experiences with Norm. On behalf of the NSW Branch June Lamour and Jack Parker presented Norm with a model of a Flying Scotsman Locomotive which although in HO scale is a model that Norm has been eager to acquire over many many years. Norm's nephew, Mr. John Read then informed everyone of exactly what had been going on behind the scenes that lead to Norm's family being present on this special day. John then proposed a toast to Norm wishing him all the best on behalf of his family. Norm then returned to the microphone and was able to let us all know that he had a "feeling" that something was being planned but he certainly was shocked when his family arrived. At the conclusion of the speeches Graham Lamour played a recorded radio interview with Norm from 1986 in which the questions fielded were of the "grown men playing with toy trains" syndrome, to which Norm made it quite clear that this was definitely not the case.

The ladies ensured that none of the 137 people who attended went hungry or thirsty during the afternoon and eventually Norm was whisked away for a family dinner. In closing I would like to thank all those involved in organizing, catering, cleaning and decorating the clubrooms and most importantly to everyone who kept the whole day a secret.

PS The Shay was finally tested the following Wednesday. AT





From the Secretary

Around the clubrooms things are moving slowly; of the 100 plants we planted earlier this year we've only lost one. Since the warmer weather started the grass has really started to spread but credit must go to Warring Geddes for his many trips outside club hours to water and weed the lawn. Saturdays are the day of the bucket brigade with our members carrying buckets of water to each individual plant. The plants have really thrived due to this care. I must admit that on Saturday afternoons with all the garden activities outside, I wonder if we really are a garden club rather than a model railway club. Arthur Hayes I think was feeling sorry for the bucket brigade as he's bought us a sprinkler system for the plants so now it's only a matter of installing it. Inside the club rooms Iain Moore has been doing a lot of work sorting out the library prior to placing the books and magazines in the cupboards we purchased recently. Iain must be commended for his work, as it's a job everyone else seems to shy away; may be we all think - ignore it and it will sort itself out.

Congratulations must be offered to Bill and June Dunn who married on Saturday the 7th of October. The wedding had a railway flavour with Beyer Garratt 1009 taking the bridal party and guests to Shornecliffe railway station for the ceremony and then on to Ferny Grove for the reception. Both the bride and groom looked wonderful with 1009 looking almost as good with white ribbons and a Just Married sign on the front of the loco.

Finally a heart felt thanks to Tony Weber for the work he has done for the club and the positions he has held over the last 10 years. Tony is standing down at the AGM and won't seek any positions on the Branch Management Committee. Ever since Tony joined the club he has been a very active member of the Branch; he's been librarian, committee member, secretary and president. Tony's term as president has seen a monumental step forward for the Queensland Branch with development of our clubroom facilities. Tony has a very relaxed and easy going style - he has a way of lifting people to get things done. In his retirement, Tony hopes to spend a bit more time with the light and love of his life, Kellie-Ann and catch up with a bit of modelling. From all of us Tony, many

thanks and all the best for the future.

Bob Mawson.

Brisbane Miniature Train Show (1996)

The Turntable (Oops!) Timetable of Planning for our Annual Exhibition is revolving again. Early indications are that the 1996 Show could be our biggest and best to date, with current considerations including the viability of using a third hall at our well established venue.

One hundred (100) invitations have already been despatched to prospective exhibitors. We have been pleased to receive a number of enquiries from southern states.

Our infamous Ticket Box has certainly passed its use-by date and plans are in progress to construct new Ticket Box facilities. To this end, several Working Bees will be required for construction. Once dates have been determined they will be included in the Branch Timetable.

We are looking forward to being involved with many of you in what we trust will be our 'Best Show Yet'.

**Geoff Bowring
Exhibition Manager**

CLUBROOM NEWS

At our 2nd Thursday evening meeting in August, we had the pleasure of a visit from our Far North Queensland member Ken Edge-Williams. Ken was his usual happy positive self and held everyone's attention with an illustrated talk on the activities and layout built by the Cairns based group of AMRA members. Ken also spent many years in the Rockhampton area and was very active in building the club layout for the Rockhampton club at the cultural centre in Rockhampton. Ken encouraged prototypical operation to be built into the layout, which has proved to be a major factor in giving the group a sound base. Ken described the layout design in detail on the white board and presented a video of the Cairns and Rockhampton group activities. Thanks Ken for your work in encouraging prototypical operation and modelling in regional Queensland. Ken was down to attend the Modelling Q.R. Day the following Saturday. Other A.M.R.A. country members to come south for the Qld event included Robert Farlow from Mackay, who

is planning to tie the knot soon.

At our August monthly meeting some slides were screened by members; some by Chris Malone showed the latest news in the Q.R. Most of the night was devoted to the concept of the proposed club layout. Here members presented an alternative base-board concept which is basically opposite to the concept presented in the last Journal. Instead of the fingers being many and short the concept suggested was long and few in number. Basically three long fingers one metre wide and 14 metres long. An orderly debate and discussion on base-board concept pursued, with in the end, everyone present agreed that the new concept was superior to the previous idea. It was agreed that the layout would cope with a 3 metre or 10 foot train. In the new concept, passing loops and station yards will be accommodated in a far better manner than with previous ideas. The new concept will allow far greater accessibility to all areas of the layout. Scenery concepts can be far more imaginative and easier to implement. There will be the opportunity to make the most of the layout in a similar way to what we have seen in Wingham and Beyond Bulliac, at the same time allowing meaningful prototypical operation.

At our September meeting, we had a further report from the Layout Committee and the usual Committee of Management report. A special visitor was John Agnew of Railmaster models of New Zealand. Unfortunately some of our members were visiting the Sydney show so our programmed modelling competition attracted little attention. However it was run as a glorified "show and tell" where members spoke on their models they'd brought along. These included Paul Scrivens with some Sn3½ Q.R. tank cars, Warring Geddes with U.S. HO scale scratchbuilt flat and drop centre cars, one with a large transformer load. Les Downey brought along a Q.R. Sn3½ scale 1400 rebuilt from a NZ kit. Jim Fainges brought along an O scale 15" gauge steam loco and train. This will fit in well with his mining layout (9mm track gauge) seen at our last show. Steve Malone had a twice as big 009 Egger-Bahn loco built in O-16.5 scale. It has a Lima power bogie with the rubber tyres retained and spring plunger pick ups on one side.

Our annual auction was held as usual in early September at the usual church hall

in Wavell Heights. We had an estate to sell off for a widow and if it wasn't for this, it would have been a quiet afternoon indeed. There are ten other buy and sells run by other clubs each year plus various hobbyshops with secondhand tables; all these must make an impact on our annual event. A fun afternoon never the less.

Q.R. Modelling Day

The combined SCRMA and AMRA Q.R. modelling day in early August was a great success. Almost 100 people enjoyed the varied talks and displays on Q.R. Certainly a must do event on a Q.R. Modellers Calendar. The day ended up almost an A.M.R.A. affair as the S.C.R.M.A. representative, Greg Reason, died suddenly shortly before the event.

The modelling day was a job well done by organisers and presenters.

End of year BBQ

At our Saturday afternoon activities on 2nd December, we will be having a family BBQ. Secretary Bob Mawson has mailed out a local Qld newsletter regarding this.

Safety Item

Did you know that 500 more people are killed in the workplace each year than are killed on the roads? It is important that we treat our hobby like a workplace and take precautions with chemicals, power and hand tools and electricity. Even those experienced with electricity can miss a safety issue and end up in trouble. Note this story about Nev, the Electrical Engineer in a Queensland Electricity Supply Co-

"Nev was at home and doing some maintenance on his Volvo. He had just removed the fuel gauge float and sender mechanism from the empty fuel tank of his Volvo. Being a bit concerned that some bits of fluffy stuff might get inside, he fired up his trusty Electrolux to suck it out of harms way. His smirk of satisfaction dissipated as the trusty Vac went into self destruct. Apparently sucked in the right fuel/air mix and wafted it over the sparking motor brushes. The resultant Big Bang left him clutching the remnants of the wand and with perforated ear drums, not to mention the slightly char grilled appearance of selected body parts. The up side is he can now drive from Brisbane to Cairns without stopping for fuel. Nev reckons he should have taken a few minutes to think about the consequences of his actions."

All Age Train Exhibition

This exhibition was held again at the Hendra High School in October. Commonly known as 'Rusty's Show', it is organised by the Main South Club and friends and is sponsored by Powerline, The Turntable and AMC. The show this year presented 31 displays representing a wide range of suppliers, layouts and workshop displays. Outside, Mr Milne had his live steam 5" gauge rides. N scale was represented by two large layouts: the Moreton N Scale Group and Rio & South West Pacific. In Hon3p, 3 layouts represented QR modelling. These were Laidley, Miva and

the new Caintoad Flats. For HO modelers, there were the NSW layout Kasino, All Gauge Club with a new HO/HO2p layout, Wombat Creek, Bill Blannin with Wildgate, Ken Leitch with San Bernardino, plus a late entry from Peter Kelly displaying his free and easy style of modelling. Noted on Peter's layout were many of the models Peter has published in AMRM. Peter is well remembered for his flying banana layout at our first exhibition in 1978.

In OO scale, the BRMA had their popular Selby layout, while Wellsworth showed an ideal small space oo layout for home use. The oo scale 'Meldon Branch' illustrated the English point-to-point design. In O scale, Ron Fox had his Millford Halt, a finescale British layout. Also in O scale, Jim Fainges of AMRA displayed his Greynite Quarries' On15 layout, seen for the first time at the Queensland Branch 95 show. Since May, Jim has added many details, like the roof sign painter who had dropped his can of red paint.

The Trade was represented by Austral Modelcraft, Colonial Models, 3 foot 6 models and Purpose Tools. ANGRMS displayed their Museum work at Woodford, preserving Queensland's 2' gauge railways. Other displays included Janet Skinner with QR painting, while several hobbyists presented skill demonstrations and workshop displays.

All in all, a well presented show and a credit to the organisers and exhibitors. The catering was to their usual high standard. The show has proved to be a regular item on the modeller's calendar, as well as of-

fering some friendly competition for the Queensland Branch's May show.

News from other clubs

The Caloundra and District Model Railway Association Inc will be having their Sale and Display Days in 1996 on Saturdays April 13th and October 12th, to be held at North Street Caloundra Arts and Crafts. Details 074 451 225

ANGRMS will be running their 2' gauge museum railway at Woodford on Sunday Dec 17 1995 and in 1996 on these dates: Jan 21, Feb 18, March 3, 17, April 7, 21, May 5, 12, 19, 26, June 2, 9, 16, 23, 30, July 7, 14, 21, 28, August 4, 11, 18, 25, Sept 1, 15. The group has improved the site greatly since the last AMRA visit there, with toilets and picnic areas, along with a Dutch herb and cottage display garden at the far end of the track; so if desired, passengers can view the Gardens, try Dutch delights for afternoon tea and join a later train to return.

The railway will be also open from December 27th 1995 until January 1st 1996 for the local Folk festival.

Library News

Thanks to Tim Dunlop for the supply of a Missing Issue of the Model Railroader Magazine, which was lost during the clubroom shift.

Iain Moore has been very busy cataloging the clubs extensive library collection and sorting out some of the collection ready for storage in the newly purchased cabinets.

Jim Fainges O scale mining layout representing 15" gauge using 9mm track. The mine recovers Greynite which is processed into Krolium for space rescearch. The mine also caters for tourists and Day trippers



Branch Timetable

November

Thurs 23rd Monthly Gathering 7.45pm Report from Committee of Management and Slide show from the collection of Bill Blannin.

December

Sat 2nd Afternoon of Clubroom Activities
Thurs 14th Evening of Clubroom Activities
Sat 16th Afternoon of Clubroom Activities

January

Sat 6th Afternoon of Clubroom Activities
Thurs 11th Workshop evening at the clubrooms 7.30pm. Bring along a kit which you wish to start, are in the process of working on or have completed, to this workshop evening. Share your experiences with others; maybe get some help from the more experienced.
Sat 20th Working Bee afternoon on Exhibition equipment. We need to do some serious maintenance on some of our important exhibition items.
Thurs 25th Monthly Gathering 7.45pm The usual reports plus a members show and tell night. Everyone bring along something of interest - no slides please.

February

Sat 3rd Afternoon of Clubroom Activities
Thurs 8th Evening of Clubroom Activities
Sat 17th Another Exhibition Equipment Working Bee
Thurs 22nd Monthly Gathering 7.45pm Reports from Committee of Management plus a members' slide show - bring 20 slides of railway interest.

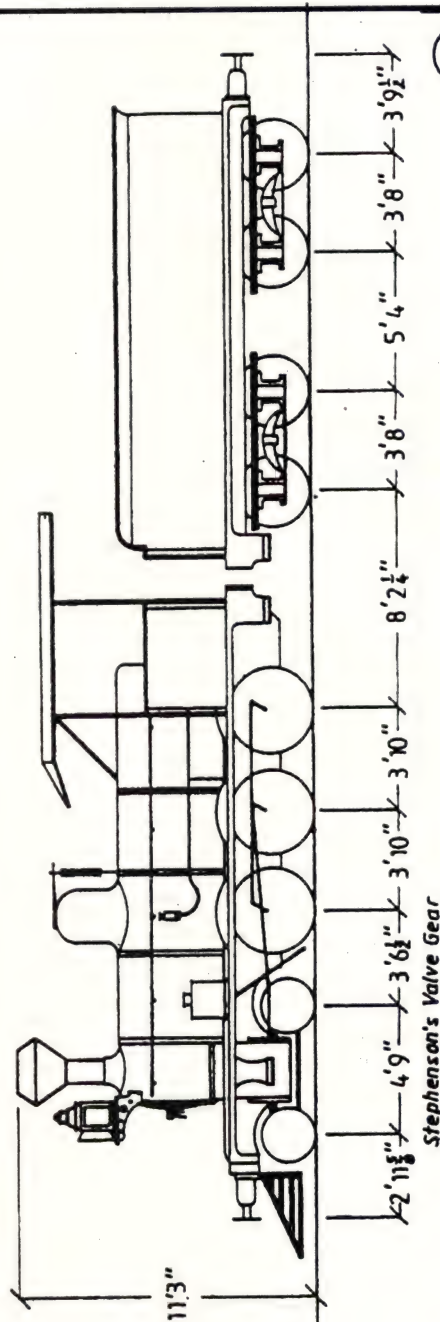
Timetable notes

The Daylighters meet on the 2nd Tuesday of the month, contact Jim Hoskins on 208 5288 or John Lees on 204 4790.

The Narrow Gauge Group meets at the Clubrooms at 7.30pm on the third Tuesday of each month.

Drawing details

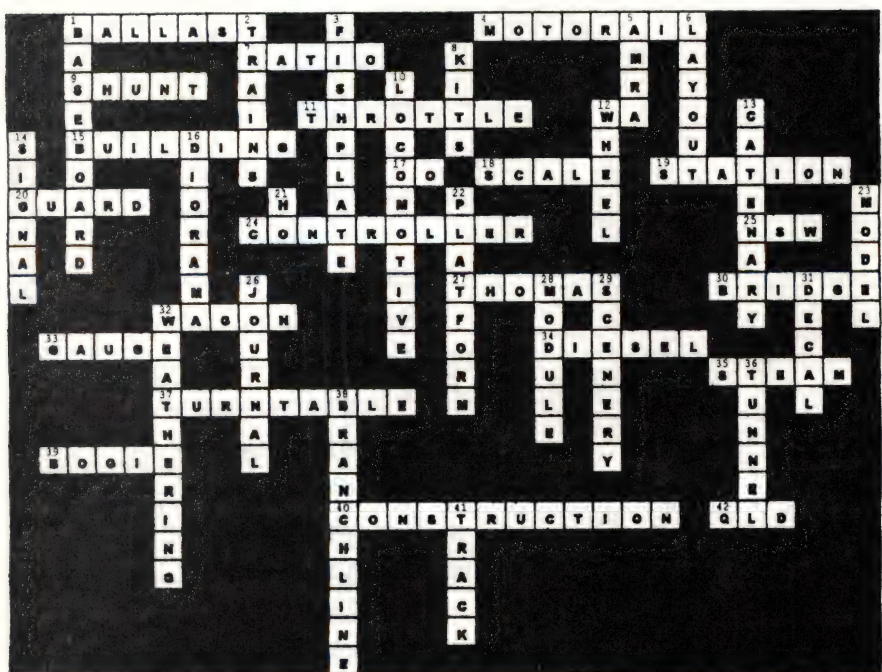
This drawing by K. McDonald in HO scale shows another version of the Queensland Railways B13 class as seen in Journal 226. This is the short smokebox version of the loco which appeared on that Journal cover. Mr McDonald has produced many thousands of QR rollingstock drawings in HO scale; these were on display at the recent QR modelling day. The drawings were available for purchase on that day.

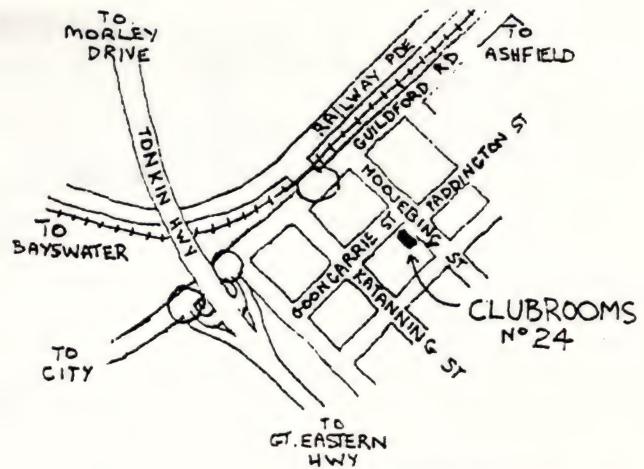


8

Ex F Class		B 13	7'8"Wheelbase
CLASS		39" 24" 33" 3T 15C 1400Galls	
DRIVING WHEELS		10-50'	
LEADING WHEELS		8215LB	
TENDER WHEELS		22T 5C	
COAL		22T 5C	
WATER		44T 10C	
GRATE AREA		13"	
TE at 80% B PRESS		20"	
WEIGHT ENGINE		120PSI	
WEIGHT TENDER		5300'	
WEIGHT TOTAL		520'	
		582'	
CYLINDERS DIAMETER			
CYLINDERS STROKE			
BOILER PRESSURE			
TUBES			
FIREBOX			
TOTAL			

Solution to "The Railword Puzzle"





Simon's Scribblings

Christmas Social Function

Members and their spouse, girl friend or boy friend, and "ankle biters" are cordially invited to this years Christmas Social Function and Year End Wind-up which will be held at the Clubrooms from 1700 on Saturday 16 December. Bring your own food and drink and join your fellow members in this popular social event. Always an enjoyable evening, time to renew old acquaintances - see you there! [see separate article for full details].

The "Make a Wish" Foundation

On Wednesday 4th October, many of you may have seen the TV coverage on Channels 9 and 10 of the "Make a Wish" foundation marking their tenth year in operation. The "Make a Wish" Foundation works to make life happier for children suffering life threatening illnesses by arranging for their wishes to come true. The recipient on this occasion was 6 year old Andrew Fierres, who had wished for, among other things, a model railway.

Our Secretary, Barry Bryant was contacted by Tiffany Armstrong to see if we could help convert the train set they had obtained into a model railway. Barry contacted A.M.R.A.'s Federal Registrar, Norm Read, in Sydney, and arranged special permission for us to make young Andrew an honorary member of the Association. Barry also undertook to go down to West Perth at 0600 on 4th October to set up the train set ready for the official presentation. As Barry had unavoidable work commitments, I attended the official function at 1000, and had great pleasure in presenting Andrew with his membership badge and assisting him to get his trains running. Also involved was the Transport Worker's Union, who arranged a ride in a Mack truck for Andrew, Stanbridges Hobby Shop, who supplied equipment, "It's a Small World" who provided a venue, and Mrs. Jo Court, wife of the Premier, and the Foundation's patron, who officiated.

Thank you very much Barry for all your efforts, and welcome to the Association, Andrew.

ModelRail '95

ModelRail '95 will be held on Saturday 2nd and Sunday 3rd of December, and will be promoting the modelling of the British Prototype. The format will be similar to last year's "mini exhibition" style but with the emphasis changed from Australian to British modelling in order to provide some variety.

In conjunction with ModelRail, we will also be holding our annual railway modelling competition. Receiving of entries will take place on the morning of Saturday 2nd December, with the judging that afternoon. The entries will be on display at ModelRail during the Sunday, with the trophies being awarded in the afternoon.

It has also been proposed that we hold a "Swap Meet" for model railway equipment on the same weekend. Further details of this will follow.

1996 Model Railway Exhibition

Since the last issue of the Branchline, the "Exhibition Working Group" has met several times, and the members of the group have researched a wide range of potential venues for the exhibition. Most of these have been either too small, too big(!), or too expensive. Our best option appears to be to stay with the Exhibition Centre at the Showgrounds. We have been looking for a venue about 2/3s the size of the Silver Jubilee Pavilion (ie about 2,000 m²) and significantly cheaper (to offset the additional advertising necessary to re-direct people to an alternative venue).

There are very few venues around Perth in that size range, and those that are could not offer any significant benefits to justify moving at this stage.

I'll see you at the "Showgrounds Exhibition Centre" in June '96 then!

Simon Mead
President.

Layout Visiting Register

Currently, as part of our new members pack we give out a copy of the layout visiting register. This is in need of an update, so over the next month or two I will be contacting those currently on the list. The present list is quite old, and there may be

members who are new to the club, or existing members who have completed their layout, who might be interested in putting their name on the Register. If so, then now is the time to contact me and let me have the appropriate details, so that I can add your name and address to those already on the list.

If you want to be part of the Register either contact me by phone [399 1116] or drop a note in my pigeon hole at the club.

Barry Bryant
Membership Registrar

"The Branchline"

Members will be aware from Alan Porter's "I'm getting off at the next stop" article in the June issue, that he has relinquished the joint Editor/Publisher-ship of "The Branchline".

I have been as aware as any other member of the tremendous effort that Alan has put into "The Branchline" over the years, and the work load involved in publishing our Newsletter every two months on top of his other Branch commitments as Treasurer and a member of the Management Committee, his involvement in the LMS Special Interest Group, and the work involved in accounting for the stock in Paddington and Moojebing Markets and our Auctions. All this on top of his family and other community involvements.

From a very personal point of view, thank you most sincerely Alan for all that you have done to make "The Branchline" the success it undoubtedly is, and I am sure that all Branch members will echo my message.

Where to now? As an interim measure, at least, to ensure that the next issue [or three] are published I have offered [and our President has accepted, thank you, sir] to take on the typing task; the collating will continue to be done much as in the past; the printing and mailing/distribution tasks have yet to be worked out by the Management Committee. The Management Committee would appreciate hearing from any volunteers, particularly if you are able to assist with the printing at a subsidised rate!!!

Ted Thoday

BRANCH OFFICE BEARERS

At our recent AGM the following were elected to manage the Branch for the coming year, at a subsequent Management Committee meeting various portfolios were allocated/volunteered for:-

President

Simon Mead Modelling Competition Coordinator Auction Coordinator

Vice President

Geoff Bell Equipment Officer

Secretary

Barry Bryant Assistant Librarian Branch Registrar Bereavement Assistance Scheme Registrar Publicity and Promotions

Treasurer

Alan Porter House Officer - maintenance and development Programme Coordinator

Committee Member

Gary Arcus Librarian ModelRail Coordinator Exhibition manager/Coordinator

John Gray "Journal" Reporter

Gary Pilmoor Sales Coordinator

Matthew Turner Layouts Coordinator

Norm Turner House Officer - housekeeping and supply

The Editorship, publication and distribution responsibilities for "The Branchline" will be decided later. These responsibilities do not necessarily have to be shouldered by members of the Management Committee, ARE THERE ANY VOLUNTEERS, PLEASE???

The Market Place**New book**

Spotted in the "Sunday Times" 3rd September issue. Gary Merrin's review of Lindsay Watson's book titled *The Railway History of Midland Junction*. The review indicates the book covers all the railways in and around Midland, the railway families, etc., and includes maps and photographs. Price \$17.95. Contact the Shire of Swan for details of your nearest stockist.

Tools and things

AMRA member Isobel Burdett [of Linc-Proops WA] has provided copies of their latest catalogue update. Four A4 pages of the latest "goodies". Copies are available in the Clubrooms, or, if you are unable to pick one up, a quick phone call to Isobel on [09] 240 2939, or her mobile 015 283 414 will bring a copy to your door.

On Monday 8th January Isobel is bringing her range of tools, etc., to the Clubrooms where you will be able to drool over her offerings, and no doubt make a bit of a hole in the bank balance.

Product review - 1

Isobel has also kindly donated a small "jig" type gadget. This is made from a hard black plastic, measures 123mm x 29mm and has two countersunk holes to enable it to be screwed to a bench, or baseplate. On the top surface are four slots which will be useful for holding rail, tube, rod and other small pieces while they are worked on. At one end is an arc shaped raised piece, at the other end a similar triangular piece, both of which will be very useful as bending jugs. In the centre are four holes with three removable steel pins allowing it to be configured in a number of different ways. A useful little jig from Isobel's innovative father. AMRA member's price is \$6.20 plus P&P.

Product review - 2

A multi-angle guillotine. Your reviewer

saw this Proops product advertised as "this months special" in a British magazine. A phone call to Isobel and the next day it was in my mailbox. The 210mm x 210mm guillotine baseplate, and the pivot mounting for the cutter handle are moulded from hard black plastic. The cutter handle and protractors are in hard red plastic. This is obviously a well thought out tool.

The two quadrant protractors fit either side of the cutter and can be set to give cuts in one degree steps up to ninety degrees either side of the cutter blade. The protractors can be fitted in two positions allowing accurate cutting of varying widths of material. The anvil is removable, with a spare being provided on the underside of the base. Two steel cutter blades are provided, securely held, by a small screw, in a small recess on the baseplate. Be very careful handling them, they are razor sharp.

The blades are easily fitted in a recess in the handle, being retained by three screw bolts. The various screw/nut retaining holes are hexagonal shaped and allow the screws to be inserted from either side, similarly the cutter blades are "handed", this together with the positioning of the two protractors makes this just as easy to use for both left and right handed members. Your reviewer has not yet used this guillotine, but it will obviously cut small section wood and plastics, Isobel informs me that it can also be used on metal.

While examining it and fitting the cutter blade I found that the guillotine had a tendency to slip around on the desk/workbench, this has been cured with four self-adhesive rubber feet attached to the underside of the base; it has been suggested to Linc-Proops that the guillotine include this modification in the future. Isobel is passing the suggestion on to her father. AMRA members price \$25.95 plus P&P from Linc-Proops WA.

(Linc Proops are now a regular around the exhibition scene. Let's hope we see these new tools at the '96 Camberwell Exhibition...Managing Editor)

Product review -3

A mini-tube cutter. Many's the time your reviewer has turned the air blue trying to cut small diameter tube with a saw. A recent acquisition is a small pipe cutter capable of cutting tube between 3mm and 15mm diameter. This little gadget makes the job so easy, it's a miniature version of the ones you see plumbers using. Supplied in a protective, hinged plastic case. AMRA members price \$6.50 plus P&P from Linc-Proops WA.

Catalogue

Dick Smith electronics have just published their 1995/96 catalogue, 225 pages of all things electrical and electronic. Of particular interest to modellers are the masses of components, multi-meters, etc., and the 20 odd pages of data at the rear of the catalogue. Price \$2.00 from any Dick Smith Electronics store. A copy is in the Branch Library.

From Our Sales Coordinator**Paddington Market**

Back in stock is low-melt solder 0.75mm diameter with flux core. \$3.00 per pack. Good stocks of all other items.

Moojebing Market

Plenty of items, regularly rotated, sales have been good, we are always looking for more stock.

Gary Pilmoor
Sales Coordinator.

First with the News

Your Editor has just received a letter from Mike Peascod. Mike and Iain Rice have been associated Irwell Press, and were the driving force behind *Model Railway Illustrated*. This association has now ended and Mike and Iain have formed Hawkshill Publishing with the aim of producing a range of books of interest to modellers. The first is *Rail MODEL DIGEST*, which will be published as a periodical, but in the form of a high quality book, perfect bound rather than stapled, with decent card covers and printed on art paper.

Each issue will contain 96 pages and will have high quality drawings and prototype profiles; in-depth layout descriptions; comprehensive unbiased product reviews; detailed constructional and tutorial articles; regular workshop features including reader queries; on-going in house projects including electronics and informed comment and opinion on the hobby, and will aim to inform, inspire and amuse.

Rail MODEL DIGEST will only be available through good model shops and specialist bookshops or by direct subscription. A special pre-view issue will be available in November at 5.95 post free [it does not indicate if this post free status applies to overseas orders. Ed.]. Details of subscriptions, *RailMODEL* modelling books, trade details for *RailMODEL* products and copies of the preview issue available from Helen Chapman, *RailMODEL DIGEST*, P.O. Box 2, CHAGFORD, Devon, TQ13 8TZ, Great Britain.

A Member's Reflection

[A Little Trivia]

They say we should never look back, but when we do we find things that bring back so many memories. I was going through some of my bits and pieces the other day and came across a copy of "The Branchline", not just any copy but the introductory issue of December 1976, the Editor was Graham Watson.

This issue was eight pages of news and the doings of our Branch at that time. Our meetings were being held in the railway cottage in Beaufort Street, just over the bridge [the former WAGR Ambulance building, No.1 Beaufort Street, on the opposite side of the track to the former signal box, the Citiplace Child Care Centre now occupies the site. Ed.]. The building is now long gone, having made way for the widening of Roe Street. even then we had a varied programme of meetings with clinics being popular.

Ted Thoday was President, having been elected at the Annual General Meeting that year. Our Secretary was Margaret Eagles. We had a lot of help from the ladies in those days.

Simon Mead was our Librarian and his Library notes boasted of over 450 magazines and 30 books, but, boy, look at us now!!!!

Apart from Marjorie Durham's name being mis-spelled, it was a good start to the high esteem in which the magazine is held today.

Thanks for the memories.

Gus Durham.

[It does no harm to occasionally look back at where we have been. Gus mentions Margaret's participation, I can remember the wonderful bunch of ladies, ably led by Marje. Durham who supplied cakes, pikelets, jars of jam, etc., which we sold over No.1's front gate to Saturday morning passers-by to raise funds to pay our rent. These same ladies, plus many more, turned up year after year to feed the hordes at our Exhibitions!!! Several of these ladies were also on the Management Committee. Where would we have been without them? "The Branchline" Ed.]

Christmas Social Function

There will be a "General Club Activities" afternoon, commencing at 1330 and concluding about 1700 [see Note 1 for details of General Club Activities meetings. Ed].

From 1700 there will an occasion for THE WHOLE FAMILY, so why not leave a bit earlier than usual and come back with your spouse, children, or friend and let them see how you occupy your time at the Clubrooms, and meet some of the other people involved in this hobby of ours, and see how you occupy your time at the Club. They might be in for a surprise, or two, as well.

The format for the evening will be a barbeque meal cooked on the BBQ at the rear of the Clubrooms [subject, of course, to there being no fire bans in force], and eaten in the company of other members and their families either in the comfort of

the Meeting Room or, if you wish, out in the open air on the grass at the rear of the Clubrooms, or on the path at the front of the Clubrooms if it's windy.

Bring your own food, alcoholic drinks, plates and eating utensils.....and, if the weather is such that you will want to have your meal at the rear of the Clubrooms,

bring your own folding chairs and table. If you intend eating inside, or at the front of the Clubrooms, then will not need to bring your own furniture as we think we have enough to cover the likely attendance. The reason for this distinction is that our stackable chairs tend to "sink" when used on grass!!

We anticipate lighting the BBQ about 1800, so that we can start cooking about 1830. We suggest that you arrive before we start cooking so that there can be some fraternising among members' families.

We will lay on the hot drinks [and cups] and cool drinks will be available, at the usual cost, from the refrigerator in the Meeting Room.

Book Review - 1

The Heart of the Great Western

Adrian Vaughan

Silver Link Publishing Ltd.

285mm x 215mm

pp224

ISBN 1 85794 026 1

£25.00

The author is a former signalman with the Great Western Railway and its successor BR[WR] and is a prolific writer on related subjects.

This book makes fascinating reading. The book starts with a potted history of Oxford and it's railways. The author then tells the story of some of the railwaymen and women who worked at Oxford, much of this is from personal interviews with the people themselves and their families and workmates. Many of these people were also deeply involved in community matters. They were highly skilled masters of their trade, loyal servants and very proud that they worked for the Great Western. Some of the conditions the train crews worked under, particularly during WWII, were horrendous, but the crews kept the trains running no matter what, and just as now these people who were so vitally important to the Company's operation were paid a mere pittance.

Each signal box in the area bounded by Pangbourne in the east to Wantage Road in the west, Upton and Blewbury to the south and Handborough to the north of Oxford, plus those of the LMS in Oxford is described in detail. The working of each box, how traffic was signalled and handled, the people who worked in them and their considerable responsibility for the safety of both traffic and passengers. Most of these people had a very basic formal education, but could juggle trains in very busy locations to ensure that the trains ran safely and to time. No computers in those days, it was all done in the signalman's brain.

The book is very readable. The author worked in many of the signal boxes, many of the people mentioned in the book were former workmates and friends.

Your reviewer admits to being just a teeny bit biased, due to his love for the

Great Western, but also lived and worked in the area covered by this book and can therefore relate to much of what the author describes.

Any one who wants an insight into day to day railway operation, whether or not they have an interest in the GWR, should have a read.

TT

Book Review - 2

The Model Railway Manual

Cyril Freezer

Patrick Stephens Ltd

ISBN 1 85260 501 4

£14.99

As with many general modelling books there is the chance that if you have read a few books in the past that you will not find anything that is new in a recently written book. This book however does have some new ideas and also updates some old practices in the light of experience and availability of new materials. The introduction should bring joy to all of you who are left handed as Cyril Freezer is himself left handed and this can be seen in some of the pictures liberally placed in the book. I was quite pleased to see that the pictures are all monochrome, except for the covers, as this I find does help to prevent one being distracted from the contents of the picture or illustration.

This book has been written with the idea of getting across the basics of building a layout. It is therefore very suitable for the new modeller who can start at the beginning of the book and should by the end, have built, or be able to build a model railway that is both appealing and operational. The rolling stock would have to be ready to run, as there is very little detail on kit or scratch building although an introduction to kit bashing and basic kit construction is given.

Everything else in the book is described on a "do it yourself" basis although proprietary trackwork is well covered in a section of its own; the assembly of buyilding kits is also given good coverage.

The more experienced modeller will find this book to be pleasant and easy reading with confirmation that some of their techniques are being passed on and that there are some others that it might be a good idea to try. I was particularly interested in some of the building construction ideas which were new to me.

All in all a book that achieves its objectives without being too technical and involving the spending of large sums of money on tools and materials. Good value from an author with a vast amount of literary and practical skills

BK

Around The Layouts

[August] As most members would know, Barry Bryant has decided to end his role as the Branch's Layouts Coordinator. I have taken on this position, being one of his gaffers for the past two years I know that I'll have to make quite an effort to keep to the standards that he has set for the portfolio. I promise to be just as responsive to member's concerns about the Club's layouts. If you have any questions

regarding the layouts, don't hesitate to ask.

If anyone wishes to be involved with one of the layouts, I'll introduce you to one of the gaffers and he'll appreciate any help you can give.

As the new Layouts Coordinator I must congratulate Barry for receiving this year's "Clubman of the Year Award", which I think was well deserved for all of his involvement and the fine work he has done for the Branch in the past; I'm sure he will try and outdo himself in the next year as he takes on the new portfolios.

Speaking of new roles, I have decided to stop playing my part as the gaffer of the 'HO' Australian Student Layout. This allows me to be a Layouts Coordinator who will support all of the layouts equally, and won't tend to be biased to one particular layout, which could happen if I remained in charge of the Student Layout.

Taking on the role of gaffer of the Student Layout is Chris Doroszenko; Chris has been involved with the layout from the start and I know that he'll take the project in the right direction as well as encouraging some of our younger members to do some good work on the layout.

An incident occurred one Saturday recently which really caught my attention. One of the hand-held controllers for the West-N-Trak was accidentally knocked to the floor from the control also panel, where it had been resting, and received some damage. This was known by another member who didn't bother to report the matter to either Ian Wood [Layout gaffer] or to Barry Bryant [Layout Coordinator] who were both present at the meeting.

Incidents such as this must be reported, because another member may unknowingly use damaged equipment and actually damage it further, with the added possibility of injuring themselves or other members.

If you damage any equipment, or if you see damaged equipment, please notify the Duty Officer, who will either arrange for immediate repair or for the item to be placed in the storeroom for later attention.

One of our members came up with a simple, brilliant suggestion to put velcro strips on the backscenes and on the controllers; this makes it a lot safer for the controllers themselves and also means the control panels will not be as cluttered as they previously were with up to three controllers on them at a time.

Haltwhistle will be shown at next year's exhibition as one of the old favourites for the 21st year. But before any work can be done on the layout we need to find a new gaffer to coordinate the project and get it 'exhibition' ready.

Whoever volunteers will basically make sure the layout looks presentable and runs well for ModelRail 95 which will have a British Railway modelling theme. Once that is over the layout will be taken apart and working with a team that should already be lined up, some solid work will need to be done until June.

All we need is someone who turns up at meetings regularly and can dedicate themselves for the next ten months; so if anyone is interested in a challenging posi-

tion please come and talk to me on any Saturday or Monday meeting.

Ebford Regis.

The exhibition is over and my thanks go to all the members of the group; everyone worked very hard and the result was superb; we were able to enjoy operating the layout, well most of the time! So we can now say that we have finished the 'construction' phase and are into the 'running' phase.

There are several projects in hand which will, we believe, enhance the layout at the 1998 exhibition. Thanks to Richard Smart's generosity the Branch's own rolling stock numbers have increased to some 14 locomotives, 18 coaches and over 25 wagons - so maintenance is becoming a part of our scene [just like the real railways. Ed.] Now we have seven or eight active 'O' scale modellers appearing most Saturday afternoons we have a wide variety of stock to run admire, re-work and maintain and a few complex problems on occasion - but that is one of our long term projects.

All O scale enthusiasts are welcome and are reminded that we have built our track to Gauge 0 Guild 'Finescale' tolerances, out mainline has a minimum radius of 54 inches [1371mm] and we will eventually have standardised on 'link' type couplings for interchangeability.

N Scale report

The group has grown rapidly over the past 12 months until now, there is sometimes great difficulty being experienced by members getting access to the layout. remember there are only three tracks, and only a finite amount of time to run the layout of an evening. Now I don't want to resort to the putting up of a board where members sign on to run their trains, I hope that the members will be courteous and let other members run there trains. To help with this Barry Bryant, the N Scale Coordinator will be adding a few additional running rules. The main one will be that on a running nights or General Club Activity day/night, where there are more than three members wanting to use the layout, members shall not run trains longer than the length of the set up tracks. What this will achieve is that whilst one member is running his train another can be setting theirs up. Then say every 15 minutes or the two members can swap over. this means that 6 members can then be using the layout, and a member does not have to remove his train to let another member on. Of course this does not preclude the running of very long trains, at say the end of a running session when there may only be one or two members operating on the layout, or on special running night such as the 1st Friday in December.

Another aspect of running is the old demon of speed. The speed rules are clearly spelled out, and all members can, through the timing criteria, judge their speed. The rules have been put in place to prevent damage to rolling stock and the layout. Like the police with their radar I will be out there timing trains. Speeders will be warned once and only once, and then will

be asked to stop operating. Repeat offenders could face a permanent ban. Some of the youngsters have begun to treat it as a bit of a joke. be warned the joke will be on you if you continue to treat it that way.

Barry has put some recommendations to the committee for some modifications and new construction work on the layout over the next two years in preparation for the 1997 exhibition. If these are approved at the committee meeting on 31st August then Barry and Ian will be doing some changes of modules on Saturday 9th September. The three front modules will be coming out, to be replaced by the old station and bald hill modules. This will mean the layout will be non-operational on that day. I would hope that all members will participate in the work over the next two years. Remember the layout is there because of the efforts of club members. without that effort there would be no layout, and for us to put together an exhibition standard layout will require the efforts of all members. Members who think that the layout is there solely for them to play trains on, may find that come the exhibition they may not be part of the running team.

[October] Norm Turner has taken over as "Gaffer" of Haltwhistle Layout. Norm has spent the last few weeks fault finding in the electrical systems, as well as testing the Club's 16.5mm gauge locomotives and rolling stock.

Members are reminded that there are two rolling stock sets available for use by members, they are the freight set and a passenger set. See the Duty Officer for their loan, please remember that the stock will be checked for completeness and condition upon their return.

Two electronic controllers, which were built at the Workshops run by Dave Waters, have been connected to the main line of Haltwhistle. Not only do the throttles work!!, but they certainly give an "as expected" better performance than the original controllers. This could mean that Haltwhistle's throttles will be entirely replaced by the Dave Waters specials for the 1996 Exhibition.

Still with Haltwhistle, we ask those members who are NOT operating the layout to stand at the front of the layout, this will relieve the congestion at the rear of the layout which is currently making it very difficult for the operators there.

Volunteers are needed to assist with the upgrading of Haltwhistle which will start immediately after ModelRail '95 and finish in May to give time for operator training and familiarisation before the Exhibition. [Experience is not a necessary prerequisite for becoming involved, this is very much a 'hands-on, learn as you work with other modellers' experience. Ed.]. Thanks to Denis Walker who will be assisting with this work, but we do need more hands. So please heed the words of this year's "Clubman of the Year", Barry Bryant, "Get involved in your Branch".

The Student HO Australian layout has been a bit stagnant recently [We must not lose sight of the fact that our Student Members have other calls on their time, TEE,

etc., currently, and they are congratulated on the progress they have made to date. Ed.]. Credit must go to Chris Doroszenko for persisting in the cramped conditions and the fact that he has a small workforce. As for the other "teen" members, this is your layout please contribute to it, even if it is only two hours on Saturdays, at least you will be seen as a committed member prepared to get involved in Branch activities, and you will learn a great deal and quickly become part of a very committed team. If you are one of those young members who spends all of their Saturday afternoons playing trains, watch out!! I'll be looking for "Volunteers" to help Chris on the project. One volunteer is better than ten pressed members.

[Thank you to Dennis Ling and Barry Bryant for providing notes on their respective layouts for this report]

Matthew Turner
Layout Coordinator

N - Gauging Report

[August] As you will no doubt be aware I have relinquished my role as layout Coordinator, however that does not mean that my involvement with the N Scale Special Interest Group will diminish. In fact it will be strengthened. Ian Wood will continue as the West-N-Trak gaffer, looking after the running and maintenance of the layout, whilst I will take on the role of N-Scale Coordinator, generally looking after the layout and the group as a whole.

There are a number of points to be raised, the first of which is the topics night program for next year. As most of the regular members will know I handed out questionnaires asking for comment and ideas as to what to program for next year. It is your group, it is up to you what you want to do and see done on Friday nights. Please take the time to fill in the form and return it to me as soon as possible. We have done a lot this year, with the construction of container flat cars, and the current project, the building of throttles, which has expanded far more than I think we ever dreamed of. These projects were all started as a result of members asking for them. [This is not restricted to the N Scalers, the Management Committee is always open to suggestions for programme items. Ed.] If you want to know about something, or want to see how to do something, then let me know. Otherwise the topics night will end up just another running night.

It has been proposed that at this years ModelRail, the theme should be the railways of Britain. Now we will be expected to be operating our layout during this event, so I am looking for British Modellers to come forth out of the woodwork, and provide their loco's and rolling stock for this event. More as details are decided on, but if there is anyone who is not a regular Friday nighter, who has British outline N Scale loco's and rolling stock, and would like to be a part of the day then let me know.

We have been advised that Life Like are to bring out an N-Scale model of the SD7/SD9. these are high nose hood units with 3 axle bogies, which could be suitable for conversion to Australian Outline. They are

due for release in December / January, and rumour has it that one of the hobby shops have ordered 30 undecorated units, so if you're interested get in quick. Another locomotive due for imminent release is the Spectrum Dash 8 Wide cab. Although one panel shorter than a Dash 9 (the locos recently purchased by Hamersley Iron), they will, in N scale make an excellent substitute. All we need now is the decals from M & J and we'll have Hamersley Iron Dash 9's running on West-N-Trak. Finally it was noted recently that Stanbridges had a four pack of Kato Streamline passenger coaches in New York Central Livery. Nice to see our hobby shops expanding their range in this way. If we continue to support our local retailers then hopefully they will expand their ranges even more, which can only be of benefit to us all.

Finally, in closing, a special thank you. The ladies, Helen, Christine and Sue certainly brighten up an otherwise male orientated Friday night, and it is certainly a pleasure to have the ladies along. It was a pleasurable surprise recently when cakes came out to accompany our evening cup of tea. On behalf of the boys, both big and small, we thank you for your support, and hope that we continue to see your ever smiling faces and personalities.

[October] As most of the regular N scalers will know the group has been given approval to proceed with the replacement of the medium radius points on the main operating modules with long radius points, and the construction of four new full width set up modules. Work has already started on the point replacement and construction of the new modules will commence later this year. Volunteers are required to carry out this work. Members Kim Hazelgrove and Matthew Turner have already indicated that they will be constructing the four baseboards, and Dave Waters will be handling the wiring. We will need volunteers to assist with the track laying and helping Dave with the wiring. At this stage work is concentrating on the replacement of the points. The modules have been removed from the layout and the old station modules installed. The points have been removed, and we are in the throes of starting to fit the new points. Because of congestion in the layout room on Saturdays it has been decided that the group will be working on the layout on the Fridays nights that are not the normal N scale meeting nights. Therefore the members will probably be there every Friday for the next month or so. However the extra nights are specifically for working on the layout. The Clubrooms will not be open for normal meeting facilities, and the layouts will not be operational. It is proposed at this stage that this work should be completed by May next year. The idea being that we could be exhibiting West-N-Trak in next years exhibition.

Now it is currently envisaged that although West-N-Trak would probably be of a similar size to our last exhibit, there will be a few changes. First and foremost John Miller will most likely be displaying his two modules as a separate operating layout.

The idea being that the two layouts will be next to each other, to show the members of the general public that the large modular layout is in fact made up of small bits that can be used as a home layout, or exhibited as part of a much larger layout. It is John's intention to run Australian outline locomotives and rolling stock only on his layout. What this means for West-N-Trak is that we will, if asked to participate, be running American outline exclusively for the three days. It is also envisaged that we will be operating with far fewer staff, with a minimum of five, two on the control panel, one switching the set up tracks and two on the outside talking with the public and looking after derailments. This will be supplemented with additional staff as rosters allow.

Another event coming up a little closer to Christmas is ModelRail. This years event features the Modeling of British Outline. Unfortunately British Outline modellers are very thin on the ground. I would like to thank the members who have volunteered stock for the weekend, but it appears that there is not enough stock to maintain a full layout for the full weekend, so I have indicated that the layout will be dismantled for the weekend, and the exhibition format has been designed around West-N-Trak not being available. Therefore the West-N-Trak group will be required to dismantle and store the layout on the first Friday of December, our normal meeting night, and we will then most likely open the clubroom on the following Friday to re-erect the layout.

Topics Nights. It has been pointed out to us by our Program Coordinator that having the Topics Night on the first Friday of each month means that it is very close to the clubs monthly formal meeting, that being the first Monday of each Month. We have therefore taken up Alan's advise and as of January, the 1st Friday of the month will be a general running night whilst the 3rd Friday will be reserved for the formal topics nights. I will shortly be issuing the 1996 program to members.



West-N-Trak Usage

The Friday running nights recently have seen a plethora of members wishing to run trains on the layout, resulting in some frustrations. Now I know that this will be referred to in Matthew's report, and it has already been suggested that we put up a board where members log on for running between certain times. I do not want to get that regimented, I hope that members will exercise a certain amount of courtesy to fellow members, with the following rules applying.

1. During busy periods, do not run trains longer than the set up tracks.
2. Only operate one train. We have three running lines, with two set up tracks on each line. It is envisaged that two mem-

bers set up their trains, they would then take it turn and turn about running their train for say 15 minutes, before handing over to the other members. This will allow six members to then run trains. If there are more members waiting then members should run their trains say twice (two 15 minute running sessions) before taking the trains off and allowing other members access. They can then go back on at a later time during the session.

3. Members should not hog the tracks, and should not use the layout for testing purposes during the busy time of the session. The thing that annoys members most is that they want to run trains, and they see a track not being used, or being used for a locomotive to do one circuit then stops. Trains should be running all the time. If you want to do some testing, such as locomotive testing, checking the performance of one locomotive against another to try to match groups of locomotives for exhibition purposes, or running very long trains to test locomotive performance, these should be done at the end of the sessions when there are only three or less members using the layout, and the previous rules do not apply.

Please exercise courtesy, or, if complaints continue we shall have to instigate a regimented roster usage system where members log on for a certain period of time then are forced to get off, or the Layout Gaffer, Layout coordinator or myself will have to upset a few people and start kicking people off, which we would rather not have to do. The balls in your court lads.

Barry Bryant
N Scale Coordinator

Travel/Tour Offer

The following was taken from an advert in BRMA's magazine "The Clearing House" and submitted for publication by Barry Keens.

The "Air Liner Pass" is a rail pass to preserved and independent railways in the United Kingdom. Price is \$190 for two people and is valid for twelve months and covers some forty one railways. For more information contact Ken Coulter of Coulter Goodall Tours and Travel at 115 Point Cartwright Drive, KAWANA WATERS, QLD 4575, Phone 074 450 308. Details are also available from your local travel agent as Ken is a travel industry wholesaler.

Membership Matters

[August] There have been a number of changes made this year to the structure of the Management Committee, and one of these changes relates to Alan Porter handing over responsibility for membership matters to the secretary. One of the reasons for handing over now is the fact that Alan will be overseas for that part of the year when Memberships fall due, and we have to chase up all the recalcitrant late payers. As I will be handling the job during this time of the year it was felt that I should take over completely, so if you have any problems regarding your membership then please refer them to me.

To close this little report may I welcome to the club our new members. Another ten

persons living in Western Australia have joined the Association since the June issue of "The Branchline" was published, and they are:-

Cliff Dalzell Mt Pleasant OO
Geoffrey Robert Merrey Canning Vale HO

Jason Phillip Hudson Helena Valley N
Steven George, Anne & Jake Groves East Fremantle HO & S
Adam Kester Shenton Park N
Ronald John McCann Armadale HO
Gary Rodney Walke Bullcreek OOUK /HO Aus

Mark Pereira Eden Hill HO

We welcome them all 'aboard' and hope that their membership of the Association and of the Western Australian Branch, in particular, will be both enjoyable and fruitful.

If you see these members at the club please make every effort to introduce yourself to them and make them welcome. Remember not everyone is outgoing, and as I know through past experience it can be quite hard to get into conversation with a group of people who may sound extremely knowledgeable on what might sound like a complex subject, and the quickest way to become disheartened with a club is when you cannot get involved and end up just standing around. The club appears to be boring and the members not very friendly, and eventually we have another lost member.

[October] As a number of you will be aware Jack Elliott was admitted to hospital a couple of weeks ago, and it is my duty to inform the members that Jack lost his battle for life on the Queens Birthday long weekend, and passed away. On behalf of the Management and Members of the branch I have passed on our condolences to Jack's family. Jack, a regular at club meetings, particularly Saturdays, will be missed by all who knew him.

We have a couple of new members. Our celebrity member is of course Andrew Flowers. Andrew is a 6 year old who has not been dealt the best of hands in the pack of life. I was contacted by the Make a Wish foundation to assist them in making a wish come true. Andrew has a life threatening illness, and his only wish was to ride in a big truck and have a train set. With the generous assistance of the Transport Workers Union, both wishes were granted on Wednesday 4th October, when a large Mack Semi pulled up at Andrews house and transported Andrew and his family to It's a Small World, where he was presented with some Hornby trains. Part of the collection, the Flying Scotsman set and the Caledonian set were set up on two ovals of track and placed on a temporary board [by yours truly, at 0630 that morning] to give Andrew a taste of what to expect when the layout is completed. After discussions with our Federal Registrar it was decided to offer Andrew Honorary Membership of the Association until he reaches his 10th Birthday, when he can then apply for Student membership, and our President was on hand to present Andrew with his membership. On behalf of the Branch a big wel-

come to Andrew and his family, Father Timothy, Mother Margaret and brother Daniel, and let us hope that your future with the Association is long and happy. To the members, please make Andrew and his family welcome when they visit the clubrooms, and I am sure that we will be only to pleased to assist with the building of Andrews layout.

We also have a number of other new members.

Stuart Glendinning Claremont OO/N
Shane & Grant Lee Westfield OO
Robert Arcus Leeming OO
John & Rob Hall Gosnells N
Pamela Waters Padbury N
Bertram Penaluna Swanbourne
Arthur & Virginia Giles Belmont
Ivon Giles Koongamia HO/OO
Goh Seck Kor Beechboro

On behalf of the Branch, welcome, we hope that their respective membership of the Association and the Western Australian Branch, in particular, will be both enjoyable and fruitful..

Barry Bryant
Membership Registrar

From The Scribe's Quill

Meeting 153 [MAY]

The Major items of business dealt with at this meeting were :-

[a] The condition of the carpets was discussed, with the general opinion that the edges need to be sealed with hot glue, (subsequently done) and the carpets need a good clean.

[b] B. Bryant to place notice in The Branchline for new Haltwhistle Gaffer.

[c] A. Porter tabled a response to the comments raised during the previous Have your say about editorial powers. The committee accepted the response as tabled and endorsed the manner in which The Branchline is being published. A. Porter also gave notice that he would be standing down as Editor after the next issue.

[d] A. Porter tabled an Auction report and indicated that the figures were about average compared to previous auctions. In general lots were passed in, not because they were overpriced but were items buyers did not want.

[e] A layout was offered to the club and collected by A. Porter. This has subsequently been dismantled and stored.

[f] The club has been offered a number of screens, which have subsequently been picked up and used.

[g] Sealed tenders for the Brass locomotive were opened and the committee moved that the tender price offered by Mr. J. Stanbridge be accepted.

Meeting 154 [JUNE]

The Major items of business dealt with at this meeting were :-

[a] Northern Districts Model Railway Club has invited the club to visit their Balcatta property for a BBQ. To be arranged later in the year.

[b] A. Porter indicated that he would be writing to a Peter Booth, who had dealings with the late Richard Smart, to inform him of Richard's death and to inform him that Alan would be in the UK later this year and would like to arrange a meeting, re

forming a sister club arrangement.

[c] A. Porter indicated that the items bequeathed to the club in Richards Smarts will be ready to be collected. (These have subsequently been collected, and we will be looking at putting up a display cabinet to house some of the items).

[d] Barry Bryant was nominated as Clubman of the Year.

[e] There was some discussion on the exhibition post mortem, with a motion passed that a committee be formed to examine the venue and other areas associated with future exhibitions.

[f] Exhibition payments to be finalised, with a motion passed that due to the poor patronage this year we do not give donations to the kindred societies.

Meeting 155 [JULY]

The Major items of business dealt with at this meeting were :-

[a] The committee was informed that all items bequeathed to the club from the estate of the late Richard Smart have been collected, and that we should look at getting a showcase to put some of the items in, particularly the locomotives.

[b] A. Porter and S. Mead represented the club at the 20th Anniversary celebrations of the Fremantle & District Model Railway Club..

[c] Modelrail was discussed, with the theme this year being 'To turn British Collectors into British Modellers'. It was also suggested we hold a Model Railway Swap Meet in conjunction with the event.

[d] Building Extension. Drawings have been completed. G Bell to organize the application for a Planning Permit. Also informal discussions indicate that the Bayswater City Council may consider a renegotiation of the lease to give us a 21 year lease for the whole building once it is completed..

[e] Budget for West-N-Trak modifications was tabled..

Meeting 156 [AUGUST]

The Major items of business dealt with at this meeting were :-

[a] New Fire extinguishers have been obtained. The committee passed a motion of thanks to Gary Arcus for his efforts in obtaining the new extinguishers for us.

[b] 'The Branchline' was discussed. It was generally agreed that the new format was a success, but there was concern at the cost of printing. The committee to investigate other avenues for printing.

[c] 'Exhibition Review Committee' Report presented. In general it appears that we will continue to use the Silver Jubilee Pavilion. There are very few facilities available which are the size we require, and which are significantly cheaper than our present arrangements..

[d] West-N-Trak budget for modifications was approved in part..

[e] The committee approved in principle that the Bennett Brook Railway be allowed to use the clubrooms on a non use night for their committee meetings, providing it was at zero cost to AMRA..

**Barry Bryant
Branch Secretary**

Model Rail 1995

The 1995 Model Rail will be a two day event on the weekend of 2 and 3 December 1995 at the AMRA clubrooms in Moojebing Street Bayswater. The focus will be modelling the railways of the UK - any era and any scale. We expect the two AMRA layouts - Haltwhistle and Ebford Regis - to be running and for a number of small layouts to also run. Space is still available for layouts or displays: please contact Gary Arcus if you are interested in showing your modelling (ph 332 5651h).

The aim of the weekend is to show what can be done in modelling this prototype and, hopefully, to encourage the creation in the near future of some more exhibitable layouts. The AMRA Committee know that most WA members indicate an interest in UK modelling yet we see very few new models being constructed. Here's your chance to get your interest revived by seeing some excellent running models and some good display work.

Model Rail will be held at the Clubrooms on 2 and 3 December between 10.00am and 5.00pm. A small entry fee will be charged. Hot and cold refreshments will be available for purchase.

First Model Railway Swapmeet

The first WA Model Railway Swapmeet will be held on the Model Rail weekend, 2 and 3 December at the Light Car Club rooms, Moojebing Street Bayswater (next to AMRA clubrooms).

A limited number of bays (2.5 metres by 2.5 metres) will be available on a "first come, first served" basis with sellers admitted from 9.30am. Buyers will be admitted from 11.00am for \$2.00 - the fee also includes admission to the Model Rail displays in AMRA's clubrooms.

Sellers will be charged \$5.00 per bay and may stay as long as they wish up until 4.00pm when the Swapmeet will close. If a bay is vacated during the day another seller will be admitted to take the space for \$5.00.

1996 Model Railway Exhibition

[August] Are you just recovering from the 1995 Exhibition? Well, we have begun planning for next year!

As a result of the downturn in attendance this year a small Working Group has been established to look at options for the 1996 Exhibition. While some radical options have been canvassed we will initially plan on the assumption of a similar style to the past few years. This is however not yet set in stone and major changes are possible.

To move forward however we need your help. I am looking for some additional people interested in assisting in the organisation of the event. We already have some volunteers to work on sections - if you are interested in any way then please contact me. There are many activities available which can be adapted to suit your circumstances.

Alternately, are you interested in putting in a layout? If you are, please indicate this on the form enclosed with this Branchline. The number and size of lay-

outs likely for the Exhibition will be a major influence on the venue we select.

It has been suggested that we should follow the example given by the NMRA in the USA and build a layout during the Exhibition, then selling or auctioning it. If you are interested in being part of, or coordinating, such a group please contact me.

[October] A small working group has examined many venues around Perth in order to carefully evaluate the location of the 1996 Model Railway Exhibition. In fact more than 30 halls and other venues were investigated.

What we discovered is that, like many things, people's memories are not always accurate. For example, the South Perth Civic Centre was suggested as being a "big" venue which AMRA used in the past. In fact the Civic Centre is about 500 sq. metres. By comparison the Silver Jubilee Pavilion we have used for the last few years is just over 3,000 sq. metres.

Our preferred option is to find a cost effective venue of about 2,000 to 2,500 sq. metres - the only one we could find was the Superdome at Mt Claremont but the cost here does not provide us with any advantage over the Silver Jubilee Pavilion.

So the outcome of this is that we will be at the Silver Jubilee Pavilion at the Showgrounds on the long weekend of June in 1996. We already have a possible record-breaking model railway event being prepared and are on the lookout for exhibition model railways.

Given that our costs will not be able to be reduced much below 1995 our aim will be to increase income. One way to do this is to gain some corporate sponsorship which we can use to create additional advertising. If you have any possible contacts please sound them out yourself first and then, if there is some interest, contact me to prepare a definite proposal. When you sound out a possible sponsor please find out what size of sponsorship donation they are interested in - it is no point contacting them with a proposal for \$5000 if they are only thinking of \$200.

As always, we will be looking for volunteers for that weekend and are always looking for coordinators of specific aspects of the Exhibition. If you want to help please contact me - I have all sorts of jobs ready to be done between now and June 1996.

Construction of Box

Station Building

[This article is based on Roger Sally's talk, on 6 February, 'How to make winning models'.]

Box is a village dating back to Roman times and is situated on the 101+ mile post on Isambard Kingdom Brunel's London to Bristol railway. The station is conveniently located for modelling purposes between Middle Hill tunnel and the turnpike. The station building modelled dates from about 1855, and the village itself is some distance away. Mill Lane Halt was built in the 1930s as a more convenient place to board trains, but Dr. Beeching did away with that too.

It usually takes me a lot more time thinking about a model than it does to construct it. I like to look often at any photographs and drawings and try to imagine myself using the structure, noting the materials, methods of construction, who would use it, and how and why.

This results for me in a feeling for the structure and adds to the enjoyment of construction.

British Railway Journal Special G.W.R. Edition No.2 contains plans of the major buildings and luckily photographs, as the station has long been levelled.

It is interesting to note the size and quality of accommodation given to the different classes of passengers.

The basic materials used in constructing the model were 10mm MDF for the base, 6mm MDF for the Exterior and interior supporting walls, all other walls, roof and canopy were from 3mm MDF. Stone facing 2mm card, scrap plastic and card were other materials used. Plus suitable adhesives.

The plans were enlarged to 7mm scale.

After the base was cut and marked with the wall lines, the walls were cut paying careful attention to squareness. As the window surrounds are tapered inwards the walls have been made from three vertical layers; floor to bottom of windows; window height spacers with angled ends; top of window to roof.

The walls were then prefabricated by gluing on to light coloured card representing the rendered interior and was then weighted down overnight. These are the templates for the 2mm card 'stone' facing.

The 'stone' blocks were then scribed using an Olfa 'P' cutter pushed along the joints to indent the courses, paying special attention to the corners to carry the blocks correctly around the corners. This was then glued to the walls and the result fixed to the base. A sealer binder paint was applied, this seals the course lines and allows the corners to be moulded to each other before it is dry.

Window frames are from styrene fixed to acetate 'glass'. I seemed to have a lot of trouble getting these two materials to stick together and eventually flooded the acetate with liquid poly put the frames on top and weighed them down overnight.

Adding the internal walls, fireplaces, painting the floor and adding panelling, toilets, doors and architraving completed the building shell.

The roof was made from 2mm MDF, ceiling and roof in one piece, glued at the ridges using old sheeting from the rag box and covered with 'duchess' size tiles; these are the largest tiles so not many have to be made, fortunately! They were made from scrap plastic in full length strips, not individual tiles - life's too short [coward!].

Chimneys were made from MDF and brick card. Before fixing them to the roof, the roof was sprayed flat black, pointing the spray at the lip of the tiles and then dry brushed with acrylic roof 'gunge'. Ridge cappings are Flash Tac [a thin aluminium tape with an adhesive backing]. Special care has to be taken with the flashing around the chimney brickwork as any

mis-match with the bricks is very obvious in 7mm scale.

The Canopy in again 3mm MDF covered with masking tape to represent roofing felt and the valancing is by Slaters.

Lighting is by 6volt bulbs in series pairs to give an oil lamp glow with the application of about 10volts.

Drainpipes are from satay sticks; door knobs from shirt pins; canopy supports are 'N' scale rail and copper wire.

[I happen to know something of the considerable research effort put into the prototype by both Roger and Carol before his saw touched the MDF, but he not so subtly glossed over that. Perhaps he can be persuaded to put pen to paper for a later issue. "The Branchline" Ed.]

Roger Solly

Meeting Information

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [right opposite to Paddington Street]. Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which control the railway crossing opposite the Cresco fertiliser works.

The times of the meetings are as follows:-

Mondays and Wednesday: 2000
Fridays: 1930 Saturdays: 1330

The Duty Officer will open the Clubrooms at least 15 minutes earlier than the times specified above.

Visitors are always welcome - just come in and introduce yourself to the Duty Officer, if it isn't obvious who the Duty Officer is please ask someone to find him for you.

The Duty Officer will show you around the Clubrooms, which we know to be the best of any model railway club in Western Australia and possibly anywhere else in Australia! and introduce you to other members whose modelling interests are similar to yours.

Members pay a small fee at each meeting, this covers some of the general operating expenses of the Clubrooms, and entitles members to free hot refreshments [tea, coffee, Milo] and a biscuit [or two]. Visitors are not required to pay a fee unless they keep coming to the Clubrooms week after week without even giving a hint about joining the Association [and, thereby, the Branch].

Canned soft drinks are available from the refrigerator in the Meeting Room, the key is held by the Duty Officer. Cordial and chilled water are also available from the refrigerator at no cost.

Programme

December			
Friday	1st	N Scale Special Interest Group meeting - preparation for ModelRail '95	Note 10
Saturday	2nd	Railway Modelling Competition and ModelRail '95	
Sunday	3rd	ModelRail '95 [see separate article]	
Monday	4th	Removable [and cheap] wagon loads	Note 8
Wednesday	6th	LMS Modellers of WA - crossing the line [crossings, footbridges and underpasses]	Note 2
Saturday	9th	Special Project Afternoon/General Club Activities	Note 12
Monday	11th	Sn3½ Special Interest Group meeting	Note 7
Wednesday	13th	General Club Activities	Note 1
Friday	15th	N Scale Special Interest Group meeting	
		General running night	Note 3
Saturday	16th	Christmas Social Function [see separate article]	
Monday	18th	Auction	Note 16
Saturday	23rd	General Club Activities	Note 1
Monday	25th	No meeting - Happy Christmas everyone	
Wednesday	27th	General Club Activities	Note 1
Saturday	30th	General Club Activities	Note 1
January			
Monday	1st	General Club Activities - the normal "first Monday" meeting is held over to next Monday	Note 1
Friday	5th	N Scale Special Interest Group meeting	
		General running night	Note 3
Saturday	6th	General Club Activities	Note 1
Monday	8th	Useful tools for Modellers with Isobel Burdett	Note 9
Wednesday	10th	LMS Modellers of WA - slide night and quiz	Note 2
Saturday	13th	Have Your Say	Note 5
Monday	15th	Sn3½ Special Interest Group meeting	Note 7
Wednesday	17th	Bring and Show	Note 17
Friday	19th	N Scale Special Interest Group meeting - Scratchbuilding N scale structures in card	Note 3
Saturday	20th	General Club Activities	Note 1
Monday	22nd	General Club Activities	Note 1
Monday	22nd	General Club Activities	Note 1
Friday	26th	Southern Railway Modellers Special Interest Group meeting - topic to be advised	Note 4
Saturday	27th	General Club Activities	Note 1
Monday	29th	Australian Standard and Broad Gauge Special Interest Group meeting	Note 6
Wednesday	31st	General Club Activities	Note 1

Programme Notes

Note 1 At General Club Activities meetings, you may use the Branch facilities more or less as you wish [provided you recognise the feelings and entitlements of other members] - you may run your own trains on the Branch's layouts [Sn3½ models may have difficulty in passing the platform edges on 'Haltwhistle'], or you can use some of the Branch's gear [see the Duty Officer for access to the models]. You are welcome to assist with work on the various layouts, Student Members are encouraged to assist in the development of the Student Members 16.5mm gauge layout. Our video, book and magazine library is at your disposal, to browse, borrow to take home, or to play your selected video on the Branch's VCR. You may also make use of our Work Station for that job you haven't been able to do at home - you must be accredited for the use of the Lathe and Air-Brush [see the Duty Officer for access to this equipment.] If all these activities seem a bit too arduous, you can chat away to like minded railway modellers. Having trouble with your latest project? Don't know where to find the answer? Find the Duty Officer and he will either answer your question[s] or find someone who can.

Note 2 These monthly meetings of the LMS Modellers of WA aim to inspire modellers of the London, Midland and Scottish Railway, its many constituents and its successor, British Railways [London Midland Region] to greater heights. There is an exchange of information on chosen topics, LMS models availability, LMS modelling hints and tips, mutual admiration of each other's LMS modelling achievements and general chit-chat, but only on LMS matters. Interested in "things" LMS? Then come to one of these meetings.

Note 3 The 'N' Scale Special Interest Group meetings are designed to allow active modellers in 'N' scale to enjoy some running on the Branch's "West-N-Track" layout. However, you don't have to be an 'N' scale modeller to participate in these meetings.

Note 4 Members interested in the Southern Railway, its constituent companies and British Railways [Southern Region] are welcome at the Southern Railway Modellers Special Interest Group meetings. The Group also meets elsewhere to continue their construction of an exhibition layout based on Alton, Hampshire, if you wish to become involved contact Mike Sibley on 496 1243.

Note 5 The intent of this meeting is not to usurp the rightful responsibility of the Branch management Committee to manage - this meeting should be regarded as advisory, giving the Branch Management Committee useful feed back on what they're doing [right or wrong] and giving them 'food for thought' on possible changes or improvements.

Note 6 For those modellers who are interested in modelling the standard and broad gauge railways of Australia, whether Government owned or privately owned, a monthly meeting to discuss common problems and sources of supply of

proprietary and kit models and modeling materials.

Note 7 Are interested in modelling the local scene? at the Sn3 Special Interest Group meetings you can try your hand at building a model of a fairly simple WAGR prototype, under guidance of experienced modellers, and as you develop the necessary skills progress to more complex models. Most of your modelling requirements can be obtained through either "Paddington Market" [styrene sheet, MEK, soldering flux, etc.,] or from the Railwest Models sales person present [wheels, compensation units, castings, brass rod, and various kits, etc.,]

Note 8 Alan Porter has been researching wagon loads, methods of securing and covering them for some 3 or 4 years and has unearthed much information of interest to modellers. Alan has also been experimenting with making realistic loads that can be easily removed from wagons so that his loaded trains do not arrive at their destination and be despatched still loaded with the same load. This will be well worth listening too.

Note 9 AMRA member Isobel Burdett, of Linic-Proops WA, has agreed to leave Blinky and Todd at home and load her van with supplies of her range of tools, jigs, gizmos, etc., etc., and put them on display in the Clubrooms this evening. Bring you cheque book, plastic card, etc., she'll even accept cash. There are lots of new things in her range - irresistible she tells me.

Note 10 The normal N Scalpers meeting will not take place tonight. They have promised to have the layout operational for ModelRail '95 tomorrow and Sunday. To

make room for some of the other activities the layout's position is being adjusted. So it's all hands on deck, many hands make light work.

Note 12 This Special Project Afternoon is for the collating, stapling, checking, folding, enveloping, Post Code sorting, etc., etc., of the next issue of "The Branchline". The Branch facilities will be available for General Club Activities [Note 1] following the completion of "The Branchline" task.

Note 16 Only A.M.R.A. members may submit items for sale at this Auction but non-members will be welcome as potential buyers. The Auctions Coordinator will give consideration to a member using the Auction as a means of disposing of the model railway items contained in the estate of deceased non-member friends of A.M.R.A. members. The reverse side of the Auction Form contains the Auction Rules. Auction forms are available from the Clubrooms, or the Branch Secretary. Vendors are requested to complete their Auction Forms BEFORE they come to the Clubrooms on Auction day, this will help speed up the marking and display of lots to potential buyers. The Clubrooms will be open from 1900 to allow for early marking up of Lots for Sale and display. NO ITEMS WILL BE ACCEPTED AFTER 2000. The Auction will commence at 2015 sharp, and is expected to finish by 2215.

Note 17 Bring along your latest project or whatever you're currently doing in active modelling, or your latest acquisition or present.....BRING it [or them], SHOW it [or them] to the other members present and talk about it/them for a few minutes.

Model Rail 1995

Presented by the Australian Model Railway Association, W.A. Branch

Modelling U.K. Railways An Exhibition of Models

December 2 and 3 1995

10.00am to 5.00pm

24 Moojebing Street Bayswater

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Note: change of date

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Melways Map Reference : Map 62 - Ref C4

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